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American Railroad Journal.

New York, Saturday, May 27, 1876.

Pittsburgh, Fort Wayne and Chicago Railway.

The annual meeting of the stockholders of the Pittsburgh, Fort Wayne and Chicago Railway, operated by the Pennsylvania Company, was held in Pittsburgh on the 17th inst., and General George W. Cass, J. F. D. Lanier, Hon. S. J. Tilden and General J. N. M'Cullough, were re-elected Directors for terms of three years. The total earnings of the road during the year were $7,863,664 28, while the total cost of maintaining the road was $4,690,537 72, leaving a net profit of operating of $3,264,832 66. Out of the above stated profits of operating the road, the lessee, by the terms of the lease, has to make payments for dividends on original stock of the company, dividends on guaranteed special stock, and other objects aggregating $2,745,800, leaving a profit to the lessee, after paying every charge, of $519,032 66. Of these profits the lessee reports having expended for equipment and construction the sum of $233,948 26, for which, if approved by the Board, there will be issued a like sum in guaranteed special stock in payment. The profits of the lessee will then consist of guaranteed special stock, $233,948 36; cash, $285,048 40; total, $519,032 66.

Concord Railroad.

From the report of the Concord Railroad Company, just issued, we learn that the earnings of the road for the year ending March 31, 1876, were $950,358 45, and the total expenditures $675,059 97. In addition to the latter there has been paid, in taxes and for rent of roads which they operate, $124,268 47, leaving a balance of $151,030 01. Of this $150,000 has been paid in two dividends of five per cent. The aggregate receipts have fallen off, owing to the general depression of business, $52,500; but this has been in part offset by a reduction of $17,000 in expenses. The directors have leased the Nashua and Acton Railroad for ten years, subject to the approval of the stockholders at the annual meeting on the 30th. They purchased the rolling stock, etc., for $70,000, and loaned to the road $72,500, the interest on which is to be yearly deducted from the rent. There have been no passengers injured during the year, and but one fatal accident has occurred.

Pueblo and Arkansas Valley Railroad.

The annual meeting of the stockholders of the Pueblo and Arkansas Valley Railroad Company took place at Pueblo, Colorado, May 17. The following gentlemen were elected Directors for the ensuing year:

Joseph Nickerson, Thomas Nickerson, F. H. Peabody, B. P. Cheney, Charles Ridgely, M. D. Thatcher, J. N. Carlile and O. H. P. Baxter.

On Wednesday afternoon the Board of Directors met and the annual election of officers was held with the following result: President, Joseph Nickerson; Treasurer, Thos. Nickerson; Secretary and Assistant Treasurer, M. D. Thatcher.

The Boston stockholders of the Company expressed their entire satisfaction with the result of their investment and stated that the business done by the road was far in advance of their expectations.

The Secretary was directed to make arrangements immediately for the construction of the telegraph line from West Las Animas to Pueblo.

It is the intention of the Company to begin the erection of their permanent depot buildings on block No. 42 during the month of June.—*Pueblo Chieftain.*

American Railway Master Mechanics' Association.

NINTH ANNUAL CONVENTION.

The first session of this Convention was held at the Hall of the Franklin Institute, Philadelphia, on the 14th inst., Mr. N. E. Chapman, first Vice President, in the chair. On roll call, 65 were marked as present.

The Secretary and Treasurer made their reports, which were received and adopted.

The Committee on Improvements in the Construction of Locomotive Engines made a report. Under the head of spark arrestors one in use on the Camden and Atlantic Railroad seems to be all that is desired. It has been in use for a year through a pine and scrub oak country, where before its adoption, the engines were continually setting the underbrush on fire. Since its adoption no fires have occurred, and it will hereafter be used on all the engines of the road.

On the subject of heavy freight engines the committee reported that they had examined several styles, which had been referred to them for examination, and had concluded that the "Combination Engine" was in every respect the most desirable. When first projected by Mr. Alexander Mitchell, of the Lehigh and Mahanoy Railroad, it was thought by engine builders to be so much an innovation that the projector was compelled to have it built on his own responsibility. The advantages over other heavy freight engines were at once acknowledged, and it is now one of the recognized patterns. The Pennsylvania Railroad have adopted it for their freight traffic. It effects a saving all round, in labor, repairs, fuel, cost, etc., equal to one-fifth over the cost of the ten-wheel engines. It will draw eighty or ninety loaded cars at the rate of fifteen miles per hour, or two-fifths greater load than the ten wheel class.

The report was received, and discussion upon it was set down for 11 o'clock the following morning.

On motion, the sessions of the Convention were set down to take place from 9 to 1 o'clock, and from 2 to 5 o'clock.

The report of the Committee on Metals for Locomotive and Tender Bearings was read by the Secretary. Circulars were sent to the officers of all the roads, and replies to questions contained therein showed that the metal used by fifteen roads who had sent in replies was composed of a

composition of tin and copper, varying in proportions from five to nine of copper to one of tin. Several use a bearing composed of a skeleton or shell of brass, filled in with a white metal composed of lead, tin and antimony. With solid brasses it has been found that it is impossible to prevent hot boxes. A number prefer the use of Babbitt metal, some placing the advantage as high as two to one as compared with any other metal.

A discussion on this subject ensued, and the differences of opinion were very marked. It was suggested by Mr. Watson, that the difference in wear was due to the fact that all sorts of composition had been used and called Babbitt metal.

The next paper was on the question: "Is it economical to use injectors on locomotives, and if so, to what extent?" The Secretary read the report of the committee to whom the subject had been referred. It detailed experiments with pumps and injectors, and gave as a conclusion that the great advantage of the latter over the former, was, that their action was continuous and not spasmodic or at the will of the engineer. This resulted in keeping the temperature of the boiler more even, and created less expansion and contraction of the tubes and plates.

A discussion ensued, which was principally confined to the question of what was the proper place to introduce the water into the boiler. The general sentiment appeared to be that the front end away from the fire box was the most economical way, especially if the injectors were used. The discussion was then closed, and the subject was continued in the hands of the committee for another year. On motion, Messrs. Woodcock, Forney and Peter Clark were appointed as such committee.

The afternoon session commenced at two o'clock. The report of the committee on "the best material, form and proportion of locomotive boilers and fire-boxes" was read by the Secretary.

Reports had been received from nineteen railroads. Those who have used steel boilers most largely gave them an undoubted preference. The committee called attention to the superior tensile strength of steel over iron. The cost of building the boilers is no greater, and the first cost entire is but one or two hundred dollars greater. The same thickness should be used as is usual with iron.

The same companies also give a preference to steel fire boxes. Out of 1040 engines using them, the number of sheets ruptured within two years was 125. Of these 121 were side sheets; 118 of these ruptures occurred near the vertical or centre line; most of the cracks commenced near a stay bolt. The question demanding solution is, Why is it that the side sheets only of comparatively deep fire-boxes are ruptured? The quality of the water used in the boilers has, without doubt, a great deal to do with the rupture. Water which has a large proportion of carbonate of lime deposits this in a scale, and at such points the sheet not being in direct communication with the water gets much hotter, and expands unequally and loses its tensile strength. The quality of metal, therefore, does not always prevent rupture. The committee are of opinion that ruptures are due to a combination of causes.

Ruptures have occurred under almost all circumstances, except when there was water in the boiler and on the grate. No cracks in those reported have been in a horizontal direction. Diagonal cracks result from tensile strains in both vertical and horizontal directions. The report proposed to remedy these tensile strains by a modification of the form of the sheet by corrugating it at the point where the cracks always occurred.

The average of 14 steel fire boxes reported in use for four to six years is 137,000 miles, and the boxes are still in good condition. On roads where good and comparatively pure water is used, the lifetime of a steel fire box may be stated at 300,000 miles. From all data it is concluded that the character of the water determines the life of the fire box rather than the quality of the metal. Corrugated steel sheets are now being used quite generally. There are not sufficient data to make a comparison between them and iron fire boxes.

For bituminous coal a large and deep fire box, and for anthracite coal a long and shallow fire box are acknowledged to be the best forms. It should be borne in mind that the greatest heat developed is radical, and is not contained in the heated gases. From this fact it is concluded that an increase of heating surface is not always productive of beneficial results, though a large fire box would probably produce a saving in fuel. Positive knowledge, however, on this subject, is less than in any other connected with locomotives. Many questions suggest themselves which can only be solved by experiment. Special attention to these questions is recommended for the coming year.

Mr. Wm. Fuller made a communication to the committee, which was embodied in their report on the subject of flanging steel in boiler making. More steel is destroyed in overheating than from any other cause, and in making the flanges certain appliances and forms of forges are recommended to prevent this. One great obstacle in the use of steel for boilers is the lack of intelligent workmanship.

On the subject of smoke-stacks, the committee report that the difference in results is due largely to the kind of coal used, the result of an experiment in which the sparks drawn through the tubes of the engine were collected and tested showing that 9¾ per cent. of the combustible portion of the coal used passed off unconsumed in sparks.

A vote of thanks was tendered to the committee for their thorough investigation and report.

The Convention then adjourned until the following morning, at 9 o'clock.

SECOND SESSION.

The convention assembled at 9 o'clock A. M., President H. M. Britton, of Boston, of the New York and New England Railroad, in the chair. Mr. J. H. Setchel, of Cincinnati, of the Little Miami Railroad, secretary.

Resolutions in respect to the memory of Mr. E. Pierce, of the Pittsburg, Cincinnati and St. Louis Railway, who died suddenly shortly after the last meeting, were read and adopted.

The discussion on the "Best Material, Construction, Operation and Management of Locomotive Boilers" was resumed.

Mr. Woodcock, of the Central Railroad of New Jersey, said a large percentage of trouble with engines was due to the failures of the fire-box sheets, and economy in repairs would be promoted by finding the causes of their failure. The obstacle he had met with in this investigation was the fact that two engines, built as nearly as possible from the same metal, by the same workmen, and put to the same service, would not wear equally well. He expressed the opinion that the thickness of the sheets should not be over a quarter of an inch. On his road they were making all the firebox plates of that thickness. They have some five-sixteenths thick, but they have nearly all cracked. He believed improvement was to be looked for in corrugating the plates.

Mr. Hudson, of the Rogers Locomotive Works, was not satisfied with the recommendation of the committee to use the lowest grades of steel for fire-boxes, because the lower the grade the greater the contraction on cooling. Corrugating, while it mitigates the difficulty, does not remove it.

Mr. Coolidge, of the Fitchburg Railroad, said he thought the whole subject had resolved itself into the very simple one of the purity of the water. The examples given by the committee showed that where the water was bad plates cracked.

Mr. Sedgley, of the Lake Shore Railroad, said that in his experience the quality of the steel determined the life of the plate. He had used every kind of steel, and had a low opinion of crucible steel for fire-box plates. He thought one cause of cracking was that the water was driven away from the plate by steam when the engine was working, and steam was generated rapidly, and the plate thus unprotected was raised to a high temperature. If this were not the case, he could not see how the plates could be injured by the heat produced by steam at 140 pounds pressure.

Mr. Briggs, of the Franklin Institute, make a few remarks in explanation of the process of ebullition in a steam boiler.

These remarks threw new light on many points touched upon in debate in reference to the distribution of heat in the boiler.

Mr. Walls, of the Jeffersonville, Madison and Indianapolis road, one of the committee, gave an explanation of the experiments made by the committee before arriving at the conclusions made in their report.

Mr. Setchel, of the Little Miami Railroad, called for the report on the Roberts engine, which subject had been referred to the committee.

Mr. Sedgley, said that, as the engine referred to was the only one of its class, experience in its use would suggest many changes in its construction. It has been running an express train at the rate of 50 miles an hour, drawing five cars with perfect ease.

Mr. Hudson, as a member of the committee, though not assisting to make the report, dissented from the report, if it was understood to recommend the consolidation or any other engine; he thought the needs of each road and the views of its officers would govern in that matter.

A long discussion ensued, the members of the committee stating that, though not intending to recommend any particular engine, they thought they would not be justified in withholding the facts in reference to the consolidation engine which had come to their notice.

Mr. M. N. Forney, editor of the *Railway Gazette*, read the report of the Committee on Locomotive Tests. The object of such tests is to indicate how freight and passengers can be moved at the least cost, and the money test is the test of value. If an engine saves in fuel, the use of it may cost more for train hands, oil, wear and tear of track, etc. The report detailed the results of several experiments made with a variety of engines.

At the afternoon session this report was taken up and discussed at length.

The experiments made by Mr. Dripps, of the Pennsylvania Railroad, with a dynograph upon engines of three different patterns to determine the amount of friction relatively with heavy and light engines, were regarded by many of the members as adding largely to the stock of knowledge on such subjects. Others thought that the conditions of the test were not such as with locomotives in actual service.

Mr. P. H. Dudley was unanimously elected one of the twelve associate members of the Association.

St. Louis was selected as the place of holding the next annual Convention.

The election of officers being in order, on motion of Mr. Sedgley, the election was postponed for one year, which was passed, and in effect reelected the same officers, who have held their places from the organization of the association. They are as follows: President, H. M. Britton, Boston; First Vice President, N. E. Chapman, Cleveland; Second Vice President, W. A. Robinson, Canada West; Secretary, J. H. Setchel, Cincinnati.

The Convention then adjourned to meet in St. Louis the second Tuesday of May, 1877.

☞ The Boston Journal says that the entire capital of the Boston, Lawrence and Haverhill Railroad Company ($150,000) has been subscribed. The first assessment has been paid, and work on the road will be commenced as rapidly as the terms of the legislative act will allow. The road will be narrow gauge, and will have two termini in Boston, one at the Lowell Railroad depot and the other at the foot of High street. It is proposed to tap the Boston, Revere Beach and Lynn Railroad at Revere, so that the Lawrence and Haverhill people can have direct communication

with the beach. It is expected that the road will be in operation by November next.

Northern (N. H.) Railroad.

The earnings of this road for the years ending March 31, 1875 and 1876, were as follows:

	1875.	1876.
From passengers	$202,531 90	$181,319 97
" merchandise	408,675 53	295,148 53
" mails	14,917 50	14,910 00
" rents	2,879 52	3,106 36
" express	7,500 00	7,500 00
" miscellaneous	121 12	.... ..
	$636,125 57	$503,984 86
Expenses, viz:		
Passenger department	$27,299 25	$28,157 94
Merchandise "	49,057 50	41,131 24
Locomotive "	160,989 85	133,441 28
Maintenance of way	112,335 12	92,545 47
General expenses	16,288 55	18,566 78
Miscellaneous expenses	40,027 33	26,692 91
State tax	42,620 15	42,639 02
	$448,618 45	$383,174 64
Balance of earnings	$187,507 12	$120,810 22
Less new rail account	21,129 56	25,560 28
Net earnings	$166,377 56	$95,249 94
Add balance of income per last report		32,084 48
Balance of interest account		45,906 49
Total income		$173,240 91
From which deduct—		
Paid dividend Dec. 1, 1875, $2 50 per share	$74,952 50	
Dividend payable June 1, 1876, $2 50 per share	74,952 50	
		149,905 00
Balance of income account		$23,335 91

During the year 456 tons of iron and 200 tons of steel rails, and 52,020 new sleepers have been laid in the track, and about 3300 tons of rails have been repaired and relaid. One new mail and eleven freight cars have been built as additions to the equipment of the road, and one passenger engine and seventeen freight cars have been rebuilt to supply the place of others; and the road and furniture have been kept in good repair. The report says:

The statement of earnings and expenses from the agent's department, if compared with that of the previous year, would indicate a large decrease of income during the past year. But a part of the difference which thus appears arises merely from a change in the form of the accounts; the statement of last year having included certain receipts which now appear in the item of balance of interest account.

The actual falling off in the total income of the road during the year from that of the previous year, has arisen from those general causes which have so severely depressed the business of railroads, in common with other enterprises, during the year. And the competition for the through business has been still greater and more injurious than before. As suggested in our report of last year, a regard for the present interests of this road only would render it advisable to decline doing that business at the very low rates which have prevailed during the year. But since the various other roads interested have been willing to continue it, the directors of this road have hesitated to interrupt, by its own action, a main line which is so important to other interests in this section of the country if not at present profitable to our own stockholders, especially so long as they have hope that with the revival of the general business of the country, and with less suicidal competition between the roads themselves, the through business will regain some of the profit which formerly resulted from it.

For many years past this road has had great and just cause of complaint on account of the unequal and excessive charges made on its business over the roads below in the line to Boston. But negotiations now in progress will, we hope, soon result in contracts to remove the grounds of this complaint, and favorable for the future income this road. And the adjustment of accounts which have long been in controversy and unsettled, probably will make a considerable addition to our income account; and whatever shall be realized from that source will appear as a gain in the accounts of the road, because it has not been retained in them heretofore on account of the items being unsettled and uncertain.

Various circumstances—the depression of business, lower rates of dividends, and the general distrust of railroad investments, arising from the still greater misfortunes which have befallen so many other roads—have combined to unduly depress the market value of the stock of this road. But it is a favorable circumstance in the condition of the road, that its entire indebtedness is small and within its ample means to pay, so that the future income, whatever it may be, will remain for the stockholders without being required for other purposes.

The equipment of the road March 31, 1876, was as follows: 12 passenger and 15 freight locomotives, 424 long and 100 short merchandise cars, 14 passenger, 1 mail, 2 mail and smoking, 7 baggage and 19 gravel cars. Number of miles run by passenger trains, 191,287; by freight trains, 262,747; by other trains, 4,952—total, 458,986. Number of passengers carried, 163,229; do. carried one mile, 6,057,385. Tons of merchandise carried, 345,713; do. carried one mile, 21,491,953.

TRIAL BALANCE SHEET, March 31, 1876.

Construction		$3,068,400 00
Rails	$12,080 14	
Oil	977 50	
Waste	73 02	
Fuel	88,517 95	
Shop stock	42,966 95	
		144,615 56
703 shares Northern R. R., N. H., cost		37,228 34
Contracts		75,000 00
Cash		64,059 69
Agents's department		4,279 40
Bills receivable		232,060 00
Concord and Claremont N. H. R. R.		254,094 05
		$3,879,737 04
Stock		$3,068,400 00
Income		23,335 91
Contingent fund		506,730 87
Bonds due April 1, 1874		100 00
Dividends unpaid	$7,038 76	
Coupons unpaid	1,179 00	
		8,217 76
Bills payable		198,000 00
Dividend June 1, 1876		74,952 50
		$3,879,737 04

President.—ONSLOW STEARNS.

Directors.—Onslow Stearns, John A. Burnham, George W. Nesmith, Uriel Crocker, Josiah Minot, Charles F. Choate, Edward Lawrence.

Treasurer.—J. MINOT.

Superintendent.—GEORGE E. TODD.

☞ At the annual meeting of the Manchester and Keene Railroad Company, held at Keene, N. H., on the 17th inst., the following gentlemen were elected directors: Theodore H. Woods, Henry Colony, Geo. B. Twitchell, Edward Gustine, George Bolster, Milan Harris, Ansel Dickinson, Christopher Robb, Daniel H. Goodell, and Gilbert Wadleigh. Theodore H. Wood was elected President, and Thos. E. Hatch, Clerk. The contract for building this road is signed and work has been begun upon it in Hancock.

Texas and Pacific Railway.

The earnings of the Texas and Pacific Railway Company for the twelve months ending March last were $1,518,491 97; operating expenses, $854,918 49; leaving as net earnings, $663,572 98. The average number of miles of road in operation during the year was 824, the net earnings of which were about $2,050 per mile. The amount of the first and of the consolidated mortgage bonds of the company aggregates $25,000 per mile of six per cent. gold bonds, the interest upon which is $1,500 per mile in coin. Notice is given that the interest on the consolidated mortgage bonds of the company, due June 1, will be paid at the Philadelphia office, or at the agency in this city, No. 50 Exchange place.

Railway Features of the Centennial Exposition.

The visitor to the Centennial Exposition who desires to examine all its direct and indirect railway features has before him a task of no small magnitude. Instead of being concentrated at any one point, or at several points, they are to be found at numerous places, and in nearly all the leading departments. Some of the more noticeable things may be grouped as follows:

RAILWAY PREPARATIONS FOR THE TRANSPORTATION OF FREIGHT AND PASSENGERS TO AND FROM AND ON THE CENTENNIAL GROUNDS.

Most of these preparations have already been described in our columns in articles relating to the Centennial track and Centennial depot of the Pennsylvania Railroad Co., the extensive preparations made by the Philadelphia and Reading Railroad Co., for local travel by steam, the passenger railway concourse in front of the Main Exhibition Building, which is the central point of the horse passenger railway operations, and the West End Narrow-gauge road, which traverses the Exposition grounds, and is devoted to the transportation of passengers over its magnificent distances. It has just fairly commenced active labors, and by the special features of its track, its open cars, and the variety of patterns of locomotives used, it will constantly present to the eyes of all visitors some of the striking features of the American railway system. The following description is given of one of the locomotives used on this road, which was manufactured at the Brooks Locomotive Works at Dunkirk, N. Y.:

It is what is known as a "Mogul," with six driving-wheels, 36 inches in diameter, and cylinder 11 inches in diameter. The boiler, tank, stack, and ash-pan are made of steel, from the Otis Steel Co., of Cleveland, Ohio, and the axles and frames are of best hammered iron. The head-light and steam-gauge were manufactured by the Buffalo Steam-Gauge and Lantern Co., and bear evidence of faithful workmanship. The tender and truck wheels, nicely painted and lettered, are from the Ramapo Wheel and Foundry Co., of Ramapo, N. Y., and the "Little Giant" injector, nickel plated, was furnished by the Rue Manufacturing Co., of Philadelphia. As the engine is designed for passenger traffic, it is equipped with a Westinghouse Air Brake, and also a West steam bellringer. The cab is of black walnut, highly polished, and, in a panel, under the window on either side there is a large nickel plate, on which is engraved "Brooks Locomotive Works, Dunkirk, N. Y." The engine weighs 33,000 pounds, and has a tractive power of 750 gross tons, on a level, exclusive of curves.

The tender is beautifully painted. Upon each side of it there is an elegantly executed representation of the coat of arms of the United States, and on each end the coat of arms of New York and Pennsylvania.

The engine is to be entered for competition at

the Centennial, but instead of being placed in the building, it has been put into actual operation upon the Centennial Narrow-gauge Railway.

SPECIAL RAILWAY EXHIBITS OUTSIDE OF LEADING BUILDINGS.

This class comprises the famous John Bull engine, one of the first used in this country, and two old-fashioned passenger cars, which are stationed upon a track located several hundred feet west of the southwestern portion of Machinery Hall.

Hunt's Automatic Railway, a contrivance for unloading cars, etc., located near the John Bull engine.

The Pennsylvania Standard Railway Track, upon which postal cars are placed. This is located near the Government Building.

The Empire Transportation Co. exhibit, for which a special building has been erected at a point a short distance north of the north-eastern portion of Machinery Hall. This is the most comprehensive railway exhibit on the grounds. We will describe it at length as soon as possible.

Between the western end of Horticultural Hall and the eastern end of the American Restaurant across the ravine, workmen have been engaged during the present week in arranging the tracks, braces and timbers for a railway modeled on the Mount Washington Inclined Railway, the plan of which is so familiar to American tourists. There will be two rails with a ratchet safety-bar in the centre.

A handsome model railway ticket office has been erected by the Pennsylvania Railroad Co. on the Exposition grounds. It is located near the main entrance, and adjoins the Judges' Hall. It is to be used as a general ticket office for the four great trunk lines, and a place for furnishing information in regard to routes of travel.

RAILWAY EXHIBITS IN THE ANNEX TO THE MAIN BUILDING.

This annex is located a short distance north of the western end of the Main Building, and contains a number of cars and other railway appliances, including the following:

Pullman palace hotel and parlor cars; ordinary and narrow-gauge passenger cars, from the shops of Harlan & Hollingsworth, at Wilmington, Del.; Jackson & Sharpe Co., at Wilmington, Del.; and the Wason Manufacturing Co., at Springfield, Mass.

Street cars from the shops of John Stephenson & Co., New York; J. G. Brill & Co., Philadelphia; and J. M. Jones & Co., West Troy.

Bell punches and fare registers from the Towle Manufacturing Co., New York, and conductors' railway ticket punches from L. O. Crocker, East Braintree, Mass.

The catalogue also assigns to this building the following articles:

Car models from John A. Haase, James Hayden, and Stephen Ustick, all of Philadelphia; a steel car from the La Mothe Manufacturing Co., of New York; an improved car window from Samuel Darling, of Providence, R. I.; a plan or model of an elevated railway for cities from Richard Price Morgan, Jr., of Bloomington, Ill.; and a self-coupler for cars from R. L. Williams, Middle Granville, N. Y.

Miller's elastic surfacing liquid, applied to the bare wood of carriage and car bodies, is exhibited by Rogers, Dick & Levis, of Fort Wayne, Ind.

Isaac Dripps, of Philadelphia, exhibits safety ventilating heaters for railroad passenger cars.

Wm. G. Creamer & Co., of New York, exhibit railway car ventilators, lamps, and car trimmings.

Joseph A. Miller, of Providence, R. I., exhibit models for locomotive boilers.

The Allegretti Refrigerator Co., of New York, exhibit a railroad refrigerator car.

William & Harvey Rowland exhibit locomotive and car springs.

MISCELLANEOUS OR INDIRECT RAILWAY EXHIBITS.

In this category will be found contributions to the mineral and agricultural departments of the Exposition, which were collected by railway companies; and also the exhibits contained in various departments of the Government buildings. The latter contain a number of models from the patent office, some of which relate to civil engineering and railways; railway and general postal-route maps; and model mail cars of a small size, exhibiting the practical working of the mail-bag catcher upon a miniature track.

RAILWAY EXHIBITS IN THE MAIN BUILDING.

In the gallery at the western end of the Main Building the American Society of Civil Engineers has fitted up rooms containing a large number of drawings, photographs, and models, illustrating bridges, bridge construction, and exhibits relating to railways and rolling stock, as well as to all the branches of American engineering.

In a number of the foreign departments extensive exhibits of models, drawings, or photographs relating to engineering, are made.

Many appliances, instruments, implements, or heavy articles relating to railways or intended for railway use, are intermingled with the home and foreign departments of the Main Building.

In the department assigned to metallurgical products iron or steel rails, or both, are exhibited by the Cambria Iron and Steel Co., Johnstown, Penn.; the Cleveland Rolling Mill Co., of Cleveland, Ohio; Cooper, Hewitt & Co., of New York; Edgar Thomson Steel Co., limited, of Pittsburgh; Philadelphia and Reading Railroad Co.; S. J. Mintzer and Charles M. Nes, Philadelphia; Albany and Rensselaer Iron and Steel Co., Troy, N. Y.; railway axles by Hussey, Wells & Co., of Pittsburgh;—steel railway axles and springs by Singer, Nimick & Co., Pittsburgh; Morse & Bennett, New York; Cox, Justice & Co., Philadelphia;—anti-friction metal for solid bearings of machinery and railroads by the Guille Anti-friction Metal Co., of New York; bridge iron by Carnegie Brothers & Co., of Pittsburgh; railroad car forgings by Wilson, Walker & Co., of Pittsburgh; Bessemer car wheel and malleable charcoal irons by Rhodes & Co., Cleveland, Ohio; railroad iron by the Danville Iron Co., Danville, Penn; street passenger railroad iron by the Co operative Iron and Steel Works, of Danville, Pa.; steel and iron railroad bars by the Lackawanna Iron and Coal Co., of Scranton, Penn.; cold blast charcoal car wheel iron by Vesuvius Furnace, Etna Iron Works, Ironton, Ohio; Jefferson Furnace Co., Oak Hill, Ohio; Laurel Furnace, Robert Scott & Co., Riverton, Ky.; wrought iron work for the Main Exhibition Building by A. & P. Roberts & Co., Pencoyd Iron Works, Philadelphia.

The British department contains among its exhibits steel rails, rail sections, and railway chairs from West Cumberland Iron and Steel Co., Workington, Cumberland. C. E. Linders, of London, contributes to the hardware branch pneumatic railway signals.

The Canadian department contains car wheels from John McDougall, Montreal; and from Coldbrook Rolling Mills, St. John, New Brunswick.

Belgium sends bridge platforms from the works of Jowa, Delheid & Co., Liege; rails, tires, and axles from the Angleur Steel Manufacturing Co., Renory, near Liege; tramway rails and a system of tramway rails on cast-iron sleepers, from Jammapes Forge Foundry and Rolling Mill Co., Jammapes, Hainaut.

Sweden sends railway crossings from Ankarsrums Works, Ankarsrum.

The government of New Zealand sends photographs of the railway engines used in that country.

Denmark sends a register for cars from C. Fersley & Co., Capenhagen.

Victoria sends seats for railway carriages from Cornish & Co., Melbourne; and a railway truck spring from Edward Stoneham, Richmond.

The Department of Railroads and Commerce of the Swiss Confederation sends standard drawings which form part of the government regulations for Swiss railways, and a report of the Gothard Railway; the railroads of Jura-bernoise send photographs of railway works and railway construction; the Gothard Railway Co. sends longitudinal sections of the line and tunnel; the Swiss Society of Engineers and Architects sends development and longitudinal sections of the Swiss railways; several of the Swiss railway companies send plans, photographs, etc., of their lines, rolling stock, etc.

The French Department of Public Works sends a number of exhibits relating to railroads, steel rails, depots, rolling stock, etc.

The Netherlands send a number of drawings, models, maps, photographs, etc., illustrating their railway system and various public improvements. A prominence is given to these exhibits of the really great works of modern times, which forms one of the most pleasing and appropriate features of the Main Building.

The royal directory of railroads at Stockholm sends a map of the railways in Sweden; Walfrid Sahlbom sends a map showing the development of the railway communication in Sweden during the period intervening between 1854 and 1874.

C. Pihl, of Christiana, chief director of the Norwegian railways, sends drawings, descriptions, and models of Norwegian narrow-gauge railways.

The United States Department of Scientific and Philosophical Instruments contains among its exhibits surveyors' and engineers' instruments from William Kuebler, Philadelphia; civil and mining engineers' instruments and apparatus from W. & L. E. Gurley, Troy, engineers' and surveyors' instruments from James Prentice, New York; surveying, engineering, mathematical, optical, and astronomical instruments from Heller & Brightly, Philadelphia; engineering and telegraph instruments from Knox & Shain, Philadelphia; railway signals from the Western Electric Manufacturing Co. Chicago, Ill.

A gold and silver model of a Pullman palace sleeping car, and a silver model of a Woodruff sleeping car, are also exhibited in the Main Building.

An exhibit of cereals by the Philadelphia and Reading Railroad Co. has been placed in the Main Building.

Lonard Paupier, of Paris, sends scales for railroads.

From Switzerland, M. Hipp, of Neuchatel, sends an apparatus for controlling the speed of railway trains.

RAILWAY EXHIBITS IN MACHINERY HALL.

There has been more of an attempt to mass a series of railway exhibits in Machinery Hall than in any other single portion of the Centennial Exposition, and in the north-western portion of that building there is a continuous section of considerable size devoted to locomotives, scales, car wheels, brakes, gauges, and various contrivances intended exclusively for railway use. But it would be a great mistake to suppose that these articles comprise the only railway exhibits in Machinery Hall, because a number of other foreign railway exhibits are in other portions of this building, and a large number of articles connected with the miscellaneous departments of American machinery are also intended for railway use. The business of transportation has indeed become so extensive and complicated that it presses all the arts into its service, and a large proportion of all the noticeable and extensive exhibits comprise features that have a direct or indirect bearing upon the construction or operation of railways.

The American Tubular Iron and Steel Association of Philadelphia exhibits tubular iron and steel car axles.

The Pennsylvania Combined Iron and Steel Association exhibits combined iron and steel rails.

D. M. Meeker & Sons, of Newark, N. J., exhibit part of the cylinder of the first steam engine used in America. This interesting object is located near the central aisle in the western portion of Machinery Hall. A letter from Hon. J. P. Bradley, Judge of the Supreme Court of the United States, states that it was imported from England in 1753, by Col. John Schuyler for the purpose of pumping water from his copper mine opposite Belleville, near Newark, N. J.

Post & Co., of Cincinnati, Ohio, exhibit steam

gauges, railway passenger car trimmings, and locomotive head lights.

Jones & Laughlins, of Pittsburgh, exhibit T rails.

The New York Belting and Packing Co., of New York, include in their exhibit car springs.

L. Sykes & Son, of Philadelphia, include in their exhibit car tracks, bridges, and track bolts.

A. H. Woodruff, of Lansing, Iowa, exhibit reverse and expansion gear for locomotives and propellor engines.

The catalogue assigns to the railway department proper the following articles:

Locomotives and Tenders, from Burnham, Parry, Williams & Co.; the Rogers Locomotive and Machine Works, Paterson, N. J.; the Danforth Locomotive and Machine Co., at Paterson; Porter, Bell & Co., Pittsburgh; Dickson Manufacturing Co., Scranton, Penn.; and the Philadelphia and Reading Railroad Co.

Models of locomotives, locomotive works, or other exhibits relating to locomotives, to James H. Pease, Reading, Penn.; James W. Wright, Minneapolis, Minn.; John R. Rowand, Philadelphia; Shaw & Grey, South Boston, Mass.; and H. W. Griggs, Milwaukee, Wis.

Scales, Testing Machines, etc., for railway and other purposes, to Riehle Bros., Philadelphia; Fairbanks & Ewing, Philadelphia; Brandon Manufacturing Co., of Brandon, Vt.; John C. Dell, Philadelphia; Buffalo Scale Co., of Buffalo, N Y.; Shive Governor Co., of Bethlehem, Penn.; Becker & Sons, of New York; F. Meyers, Newark, N. J.; S. S. Hitchcock, Des Moines, Iowa; Cleveland Scale Works, Cleveland, Ohio; Chicago Scale Co., Chicago, Ill; C. Leslie Reilly, Philadelphia; James D. Willoughby, Philadelphia; John Chatillon & Sons, New York; Thomas Morton, New York; Automatic Scale Co., Harrisburg; Price, Lipsett & Co., Philadelphia; I. S. Spencer's Sons, Guilford, Conn.; Solomon S. Gray, South Boston, Mass., and National Scale Co., Philadelphia.

Car Brakes of various forms and descriptions have been placed on exhibition by the Henderson Hydraulic Car Brake Co.; Thomas E. Thompson, of Philadelphia; Nils Nelson, of Minneapolis, Minn.; the Westinghouse Air Brake Co., and John Raddin, of Lynn, Mass.

Car Couplings are exhibited by J. J. Labaye, Reading, Penn., and Aaron K. Kline, Somerville, N. J.

Springs for cars and locomotives, or car seats, etc., are exhibited by Z. Cobb & Sons, Wilmington, Del.; the Culmer Spring Co., of Pittsburgh; A. French & Co., Pittsburgh; N. & A. Middleton & Co., of Philadelphia; the New Jersey Car Spring and Rubber Company, of Jersey City, N. J.; Nicholas Pickering & Co., of Philadelphia; and William H. Schoem, of Wilmington, Del.

Car or Locomotive Wheels, or both, are exhibited by the Cayuta Wheel and Foundry Co., of Waverly, N. Y.; Lobdell Car Wheel Co., of Wilmington, Del.; Ramapo Wheel and Foundry Co, of Ramapo, N. Y.; George B. Bryant, of Pottsville, Penn.; Davenport, Fairborn & Co., of Erie, Penn.; Barnum-Richardson Co., of Lime Rock, Conn.; A. Whitney & Sons, Philadelphia; American Paper Car Wheel Manufacturing Co., of Hudson N. Y.; Sax & Kear, Pittston, Penn.; McKee & Fuller, Catasauqua, Penn.; Hamilton Steeled Wheel Co., of Philadelphia; Nashua Iron and Steel Co., Nashua, N. H.; Jersey City Wheel Foundry and Machine Works, of Jersey City, N. J.; and John Raddin, Lynn, Mass.

Locomotive or Car Wheel Tires are exhibited by the Standard Steel Works, Philadelphia; the Midvale Steel Works, Philadelphia; W. Bailey Lang & Co., New York; and the Nashua Iron and Steel Co., of Nashua, N. H.

Railroad Switches, Frogs, etc., are exhibited by the Wharton Railroad Switch Co., of Philadelphia; Frederick C. Weir, of Cincinnati; Jersey City Iron Works, Jersey City; C. H. White, Detroit, Mich.; the Pennsylvania Steel Co., of Harrisburg; and William Wharton, Jr., of Philadelphia.

Various things connected with railway tracks, crossings, etc., are exhibited by the Wharton Railroad Railroad Switch Co.; the Pennsylvania Steel Co.; the Diamond State Iron Co., of Wilmington, Del.; Pratt Manufacturing Co., New York; and William Wharton, Jr., of Philadelphia.

A railway station indicator is exhibited by C. S. Barton, of Philadelphia.

A snow plow for locomotives, axle grease and oil are exhibited by Peter Girard, of Philadelphia.

A brake shoe is exhibited by James Bing, of Philadelphia.

A patent car truck is exhibited by the Miltimore Car axle Co., of New York.

Car and other bearings, and articles of phosphor-bronze, composition, Babbitt and type metal, are exhibited by George K. Tryon & Son, of Philadelphia.

A railroad car axle, with independent wheels, is exhibited by Samuel L. Harrison, of San Francisco.

Cast steel rails, made direct from iron ore, are exhibited by William Fields, of Wilmington, Del.

Bolt rail joints are exhibited by Fisher & Norris, of Trenton, N. J.

H. & B. T. Bean, of Pawling, Penn., exhibit a mail-pouch holder and catcher for railroad cars in motion, and draw head for cars.

Electric railways signals, office indicators, switch locks, and a circuit closer are exhibited by Rousseau's Railway Signal Co., of New York.

Models for automatic railroad crossings, gates and signals are exhibited by Emil P. Spahn, Newark, N. J.; and balance folding gates for railway crossings are exhibited by Elmer Ridge, of Philadelphia.

The exhibits from Great Britain embrace railway cattle wagons, made by Alfred Welch, London; continuous railway crossings and switches from Richard Price Williams, London; Railway signal model of railway junction from Brierley Sons & Reynolds, London; saddle rail and permanent way construction from William Seaton, London; signal switches, etc., from Saxby & Farmer, London.

The Canadian department embraces a drawing of an engine and tender from F. W. A. Meyer, Montreal; railway collision springs and a self-acting coupler from R. D. Chatterton, Coburg; railway springs from Jones & Burland, Montreal; a cattle car and refrigerating tender from Kennard Knolt, Petersville; a dumping car from H. J. Peters, Quebec;—car couplers from W. Wright, Oakville; S. Cornell, Widden; R. N. Chisholm, Oakville; E. O. Richard & Brother, St. Roch; and Wm. Dunn, St. Mary's; car brakes from R. Gardner & Son, Montreal; and E. O. Richard & Brother, St. Roch; car wheels and axles from Car Wheel Co., Toronto; J. McDougall & Co., Montreal; and J. Harris & Co., St. John, N. B.; —bent posts and rafters for railroad cars from W. G. Von Staden Strathroy; rail joint and nut lock from R. Taylor, Guelph; a safety switch from Wm. Dunn, St. Mary's; railway signals from W. C. Nunn, Belleville; and J. W. Morris, Hamilton; a grain car from R. Brydon, Newbury; a self-acting track reliever for cars from R. U. Ramsay, Coburg; flanges from F. B. Edgecomb, Frederic ton, N. B.; a locomotive ash pan cleaner from E. Kennedy, St. John, N. B.; and spark arresters from D. Hewkesurnt, Digby, N. S.

The French department contains an exhibit relating to a special system for mountain railroads from Leon Edoux, Paris; car brakes from S. Joliot, Vincennes; an automatic clutch from Le Bas, Paris; forged iron wheels for locomotives and cars from Arbel Lucien, Rive-de-Gier (Loire); and wheels manufactured by hydraulic pressure from Brunon Bros., Rive-de-Gier (Loire).

The exhibits from Germany embrace blocks for brakes from Glockner Bros., Tschirndorf, near Halban; a railway switch from Camozzi & Schlosser, Frankfort-on-the-Main; and a drawing of a wire-rope railway from Baron F. F. von Ducker, Buckeburg.

The exhibits from Austria embrace a locomotive spark-guard from Karl Tagleicht, Vienna.

The exhibits from Switzerland embrace a model of an apparatus for heating railway carriages for the Swiss Manufacturing Co., Neuhausen, near Schaffhausen.

The exhibits from Belgium embrace car wheels from Durieux & Co., Louvain; railway stock from Valere Mabille, Marremont; sleepers and cushions for mining railway from Achille Legrand, Hyon, near Mons; and a railway brake, signals, and gates from F. L. J. Leonard, Fayt, near Seneffe.

The exhibits from the Netherlands embrace a railroad switch from W. F. Heshuijsen, Sandpoort.

The exhibits from Sweden embrace a drawing of a narrow-gauge locomotive by C. R. Bjorkman, Kristinehamn; a locomotive and locomotive axles from the Motala Machine Company, Motala; automatic railway couplings from N. W. Nilsson, Christianstad; railway tires and axles from Sandvikens Iron Works Stock Co., Sandviken; model of an axle box for railway cars from C. A. Adelskold, Stockholm; railway wheels, tires, and axles from Arboga Foundry and Machine Manufacturing Co., Arboga; railway wheels from Harald Asplund, Kristinehamn; and from Carl Ekman, Finspang; railway axles and springs from Bruks Aktiebolag Fagersta, Westonfors; axles from Kopings Machine Manufacturing Co., Koping; railway wagon wheels and axles from Surahammars Works, Surahammar; railway switches from Ankarsrums Works, Ankarsrum; and a drawing of a railway switch, from Herrman Ostrand, Helsingborg.—*Railway World.*

Atlantic, Mississippi and Ohio Railroad.

The Baltimore Sun of May 19th published a circular addressed by the holders of the consolidated bonds of the Atlantic, Mississippi and Ohio Railroad Co., in Virginia, to the holders of the underlying bonds of the separate divisions of same road. The interest on the consolidated bonds is in default for nearly two years, and an application is now before the United States Circuit Court at Richmond for the appointment of a Receiver, with a view of obtaining a change in the administration. The Sun says that "whatever may be the opinion respecting the present administration of the company, it seems unwise for the bondholders to fall out, and therefore the statement contained in the circular is reassuring. If, as is rumored, provision is not made for the interest due on the divisional bonds on the 1st July next, the holders of these bonds may be called upon to take active measures for their own protection."

☞ The Pittsburg Chronicle says that the new railroad between Brownsville and Connellsville is all under contract, and the work of grading the same is rapidly progressing. The road will open up rich coal regions, and, it is expected, will be in running order by the 1st of January, 1877.

☞ The Taylor's Falls (Minn.) Journal says that a local company has been formed to build a railroad from Hudson to River Falls, with a fair prospect of success; and that A. B. Stickney, of the St. Paul, Stillwater and Taylor's Falls Road, is taking a lively interest in it.

☞ The Wisconsin Valley Railroad Company are now building 75 box cars, and have just leased 50 flats from the United States Rolling Stock Company, being unable to build as fast as the rapidly increasing business of the road demands extra cars. This addition gives the road a total of 375 freight cars.

☞ The St. Croix Courier says that operations will be commenced almost immediately upon the Grand Southern Railway.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,500,000	J. & J.	Jan. '76 3½
Atlanta and West Point.100	1,232,200	J. & J.	July '75 3
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '76 3
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '75 ..
Baltimore and Ohio.....100	13,151,962	M. & N	May '76 5
Washington Br. 100	1,650,000	A. & O.	Apl. '75 5
Berkshire* 100	600,000	quarterly	Apl. '76 1½
Bloomsburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	20,000,000	M. & N	May '76 5
Bos., Clin. & Fitchb. pref.100	1,172,600	— & —	Jan. '76 3
Agricultural Br. guar...100	60,000	J. & D	Dec. '75 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '76 3
Boston and Lowell.....500	3,200,000	J. & J.	Jan. '75 3
Boston and Maine.....100	6,921,274	M. & N.	May '76 3
Boston and Providence..100	4,000,000	M. & N.	May '76 4
Bost., Revere B. & Lynn.100	350,000	quarterly	Mar. '76 2
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Aug. '74 3½
Burlington and Mo. Riv..100	5,254,203	M. & S.	Sept. '75 5
" " pref.100	1,485,900	M. & S.	Sept. '75 5
Camden and Amboy* ...100	5,847,300	quarterly	Apl. '76 2½
Camden and Atlantic.... 50	377,400	quarterly	Apl. '76 2
" " pref. 50	338,469	quarterly	Apl. '76 2
Cape Cod 100	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	June '75 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '76 2½
" 2d pref..... 50	1,000,000	M. & N.	Nov. '75 2½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '75 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '76 1
" " pref.100	769,600	F. & A	Feb. '76 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey.100	20,525,000	quarterly	Apl. '76 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '75 3
" pref..... 50	400,000	J. & D.	Dec. '75 3
Central Pacific 100	54,275,500	A. & O.	Oct. '75 4g
Chemung*.....100	880,000	quarterly	July '75 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '75 2
Chicago and Alton.....100	9,649,100	M. & S.	Mar. '76 4
" " pref...100	2,425,400	M. & S.	Mar. '76 4
Chicago, Burl. & Quincy.100	27,512,842	M. & S.	Mar. '76 5
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '76 5
Chicago & N. Western..100	14,994,600	J. & D.	Dec. '72 3½
" pref.100	21,485,653	J. & J.	July '75 3½
Chicago, R. I. & Pacific.100	25,000,000	A. & O.	Apl. '76 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	413,150	M. & N	May '76 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Feb '76 3
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	quarterly	June '76 1½
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Mar. '76 2
Colum. & Hocking Val.100	2,500,000	F. & A	Feb. '76 4
Concord 50	1,500,000	M. & N.	May '76 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '76 3½
Conn. & Passump Riv..1 0	2,100,000	F. & A.	Feb. '75 3
Connecticut River..... 100	2,100,000	J. & J.	Jan. '76 4
Cumberland Valley..... 50	1,292,950	A. & O.	Apl. '76 5
" 1st pref.. 50	241,900	A. & O.	Apl. '76 4
" 2d pref... 50	248,000	A. & O.	Apl. '76 4
Danbury and Norwalk . 50	600,000	.....	Dec '75 1½
Delaware*..... 50	1,230,950	J. & J.	Jan. '76 3
Del., Lackaw. & Westn. 50	23,500,000	quarterly	Apl. '76 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & D.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '76 3
East Pennsylvania* 50	1,509,200	J. & J.	Jan. '76 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. '76 2.9
East Tenn., Va. & Ga...100	1,968,274	A. & O.	Apl. '76 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Aug. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '75 2½
" " pref. 50	500,000	J. & J.	Jan. '76 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg* 50	1,090,250	quarterly	Mar. '76 1½
Fitchburg 100	4,000,000	J. and J.	Jan. '76 4
Georgia 100	4,200,000	J. and J.	July '75 4
Great Western, (Ca.)...100	19,237,404	A. and O.	Apl. '74 1½
Hannibal & St. Joseph.100	4,151,700	F. and A.	Aug. '70 3½
" " pref.100	5,078,224	Annual.	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '75 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '76 3½
Housatonic, pref. 100	1,180,000	quarterly	Apl. '76 2
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central 100	29,000,000	F. & A.	Feb. '76 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	quarterly	June '76 1½
Jeffersonv., Mad. & Ind.100	2,000,000	quarterly	Feb. '76 1½
Joliet and Chicago*.....100	1,500,000	quarterly	Apl. '76 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '75 4
Lake Shore & Mich. So...100	49,466,500	F. & A.	Feb. '76 2
" " (guar.).100	833,500	F. & A.	Feb. '76 5
Lawrence*..... 50	450,000	quarterly	Apl. '76 2½
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	quarterly	Apl. '76 2½
Little Miami*..... 50	5,871,450	quarterly	Apl. '76 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '76 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '76 3
Lykens Valley 100	600,000	F.M.AN	Aug. '75 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	May '76 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '75 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '76 5
Milwaukee and St. Paul.100	15,399,261	J. & J.	Dec. '70 7s
" " pref.....100	12,274,483	— & —	Apl. '76 1½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '76 3½
Morris and Essex* 50	14,008,100	J. & J.	Jan. '76 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov. '74 4
Naugatuck 100	1,882,900	F. & A.	Feb. '76 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '76 5
Newark and N. York*..100	977,400	J. & J.	Jan. '75 3½
N. Bedford 100	1,678,500	M. & N.	May '76 4
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Apl. '76 2½
N. Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New Jersey*.....100	7,295,200	quarterly	Apl. '76 2½
New London Northern*100	1,418,800	quarterly	Apl. '76 2
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Apl. '76 2
New York and Harlem..100	8,500,000	J. & J.	Jan. 76 4
" " pref.100	1,500,000	J. & J.	Jan. '76 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '76 5
N. Y., Provid. & Boston.100	2,500,000	quarterly	Apl. '76 2½
Niag. Bridge & Canand*100	1,000,000	J. & J.	Jan. '76 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (S.C.) pref..100	96,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,806,500	F. & A.	Feb. '76 3
Northern Central 50	5,842,000	— & —	Apl. '76 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '76 2½
Northern New Jersey*..100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*..100	2,604,400	J. & J.	Jan. '76 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	Jan. '76 2
" " pref.100	2,000,000	A. & O.	Apl. '76 4
Ohio and Mississippi...100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Oil Cr. & Allegheny R... 50	4,259,450	quarterly	Jan. '74 8
Old Colony 100	6,733,800	J. & J.	Jan. '76 3½
Oswego and Syracuse*..50	482,400	F. & A.	Feb. '76 4
Pacific of Missouri.....100	3,635,750	quarterly	July '75 1½
Panama.....100	7,000,000	quarterly	Jan. '76 3
Paterson and Hudson*..100	632,000	J. & J.	Jan. '76 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '76 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '75 3
Pennsylvania 50	68,144,475	quarterly	May '76 2
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '76 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. '76 3
Philadelphia & Reading 50	32,725,775	quarterly	Jan. '76 2½
" " pref... 50	1,551,800	quarterly	Jan. '76 2½
Phila. and Trenton*.....100	1,259,100	quarterly	Apl. '76 2½
Phila., Wil. & Balt..... 50	11,536,250	J. & J.	Jan. '76 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	Apl. '76 1½
" Special Imp.100	2,000,000	quarterly	Apl. '76 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. '76 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '75 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '75 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '76 4
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '76 4
Roch. & Genesee Val.*.110	555,200	— & —	July '75 ..
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland*.....100	2,479,700	— & —	.....
" preferred.....100	4,168,700	F. & A.	Feb. '75 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,200,000	— & —	.....
" " " pref.100	2,040,000	July.	July '74 3
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '76 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '76 2½
Seaboard and Roanoke.100	1,151,400	M. & N.	May '76 4
Shamokin V. & Pottsv.* 50	369,450	F. & A.	Feb. '76 3
Shore Line*.....100	995,800	J. & J.	Jan. '76 4
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *100	3,939,900	J. & D.	Dec. '75 3½
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	July '74 3½
Stony Brook*.....100	267,300	M. & N.	Nov. '75 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb. '76 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Dec. '75 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '76 5
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3
Troy and Greenbush*...100	274,400	J. & D.	Dec. '74 3
Union Pacific 100	38,745,000	quarterly	Apl. '76 2
Utica and Black River...100	1,666,000	J. & J.	Jan. '76 3
Vermont and Canada*...100	2,500,000	J. & D.	June '72 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Vermont and Mass 100	$2,860,000	A. & O	Apl. '76 2½
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '75 3
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '76 4
West Jersey.....100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '76 3
Winchester & Strasburg*100	500,000	J. & J.	July '75 3½
Worcester and Nashua. 75	1,789,800	J. & J.	Jan. '76 3½
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....2½
Baltimore City 25	800,000	— & —	Jan. '76 4
Bleecker st. & F Fy. (N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '76 4
Broadway (Brooklyn)....100	200,000	J. & J.	Jan. '75 5
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '75 3
Brooklyn City 100	1,500,000	F.M.A.N	May '76 3
Brooklyn City & Newt.100	600,000	J. & J.	July 70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	800,500	A. & O.	Apl. '76 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '76 9
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brooklyn.100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	Aug. '75 2
Eighth Avenue (N.Y.)...100	1,000,000	J. & J.	Jan. '75 6
Elizabeth and Newark .100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	May '75 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '75 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '76 4
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '76 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '75 1½
Highland.....100	200,000	M. & N.	May '76 4
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200,000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '76 4
Middlesex (Boston).....100	400,000	M. & N.	May '76 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	Jan. '76 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '76 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '75 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '75 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)...100	750,000	M. & N.	Nov. '74 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	Feb. '76 2½
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '76 2
23d street (N. Y.).....100	600,000	J. & J.	Jan. '75 4
Somerville (Boston) 100	98,000	M. & N.	May '76 3
South Boston 50	450,000	quarterly	Apl. '76 2
Union (Boston) 100	374,800	J. & J.	Jan. '76 5
Union (Phila.) 50	400,000	J. & J.	Jan. '76 8
West Philadelphia..... 50	400,000	J. & J.	Jan. '76 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '75 2
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '76 4
Delaware and Hudson...100	20,000,000	F. & A	Feb. '76 5
Delaware and Raritan*.100	5,847,400	quarterly	Apl. '76 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	10,348,550	J.S D.M.	June '76 2
Monongahela Navigat... 50	1,003,500	J. & J.	July '75 4
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '76 2
" (preferred).....100	1 175,000	F. & A.	Feb '76 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb. '76 50c
" " (pref.). 50	2,888,977	F. & A.	Feb. '76 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	12,000,000	M.J. S.D.	Dec. '75 2
American Coal..... 25	1,500,000	M. & S.	Mar. '75 3
American Express..... 100	18,000,000	J. & J.	July '76 3
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Calumet and Hecla Mining.	80,000 shs	F.M.A.N	May '76 $5
Cantou.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	M. & S.	Mar. '76 2½
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Gilberton Coal Co. 100	500,000	A. & O.	Oct. '75 5
Maryland Coal..... 100	4,400,000	F. & A.	Feb. '75 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '76 5
Pullman Palace Car.....100	6,000,000	F.M.A.N	May '76 2
Quicksilver, common 100	5,700,000	.....	.....
" preferred 100	4,800,000	.....	.....
Quincy Mining Co.....	20,000 shs	F. & A.	Feb. '76 $5
Quincy R. R. Bridge.....100	1,750,000	J. & J.	Jan. '76 5
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '75 4
United States Express...100	6,000,000	F.M A.N	May '76 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '76 4
West. Union Telegraph.100	35,000,000	quarterly	Jan. '76 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1875	68,659	78,410	104,051	112,474	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876	117,417	144,132	180,246	197,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1873	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875	963,938	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209	17,035,063
1876	961,000	1,000,000	1,133,000	1,468,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canada Southern:													
1875	67,487	41,501	82,255	106,755	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876	123,742	141,161	165,431	168,452	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,228
1875	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	320,392	332,055	353,719	353,530	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,865,726	1,030,027	13,351,689
1875	825,469	671,784	970,064	1,024,389	1,164,459	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1873	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,255,744
1876	527,000	518,000	567,388	650,994	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1873	363,921	413 043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
1875	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
Erie:													
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1875	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1 497,529	1,538,089	.....	.....	.....	.....
Hannibal & St. Joseph:													
1875	94,532	116,286	138,779	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876	142,963	156,111	174,335	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875	591,031	481,681	595,519	610,459	604,881	602,505	715 899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876	588,446	608,126	605,494	546,082	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1875	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
Michigan Central:													
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
1874	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,480	481,568	6,129,555
1875	500,902	441,623	611,211	600,066	556,789	.....	.....	.....	.....	.....	.....	.....	.....
1876	518,567	548,669	583,981	610,543	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1873	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
1875	198,099	204,539	233,095	192,471	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876	256,459	254,722	245,814	214,788	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1873	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874	266,039	243,167	304,842	298,665	268,807	292,546	282,642	311,140	366,131	382,544	398,575	297,678	3,612,776
1875	245,989	244,983	309,908	273,441	257,971	256,772	.....	.....	.....	.....	.....	.....	.....
1876	315,795	293,039	314,382	306,637	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1 066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	.....	.....
St. Louis, I. Mt. & South'n:													
1873	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348	2,539,538
1874	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	385,000	.....
1875	250,790	281,911	275,910	264,560	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876	352,200	312,500	295,000	275,400	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Kans. C. & North'n:													
1875	208,088	196,155	243,491	220,692	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876	246,098	282,879	271,230	234,002	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1875	71,438	61,809	72,805	74,809	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876	99,208	112,240	102,737	118,043	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,521	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	1,469,932	7,521,682
1872	273,936	534,115	565,861	741,802	890,442	835,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	523,975	491,784	708,256	881,266	1,007,831	969,863	876,833	837,277	1,068,937	1,170,586	970,660	758,833	10,265,194
1874	620,715	607,990	687,026	834,954	910,065	902,881	850,142	1,042,516	1,063,993	1,141,938	1,000,598	897,159	10 559 880
1875	574,930	620,307	918,963	1,095,814	1,273,225	1,042,534	1,088,983	1,015,459	1,155,944	1,266,929	1,037,593	903,152	11,993,834

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, May 1, 1876.					
Loan of June 14, 1858 .....registered	$260,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	13,794,000	6	Jan. & July.	1880	122
.. ..coupon	4,621,000	6	" "	1880	122¾
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	126,045,800	6	Jan. & July	1881	122
.. ..coupon	63,275,550	6	" "	1881	122¾
Loan of Feb. 25, 1862 (5-20s).....registered	.....	6	May & Nov.	1882	....
.. .. .. (5-20s).....coupon	.....	6	" "	1882	....
Loan of March 3, 1863.....registered	53,706,550	6	Jan. & July.	1881	122
.. ..coupon	21,293,450	6	" "	1881	122¾
Loan of March 3, 1864 (5-20s).....registered	.....	6	May & Nov.	1884	....
Loan of June 30, 1864 (5-20s).....registered	.....	6	" "	1884	....
.. .. .. (5-20s).....coupon	.....	6	" "	1884	....
Loan of March 3, 1865 (5-20s).....registered	33,950,650	6	May & Nov.	1885	114¾
.. .. .. (5-20s).....coupon	116,608,000	6	" "	1885	115¼
.. .. 2d series (5-20s).....registered	60,197,450	6	Jan. & July.	1885	119¼
.. .. .. (5-20s).....coupon	142,465,650	6	" "	1885	119
.. .. 3d series (5-20s).....registered	92,001,500	6	Jan. & July.	1887	121¼
.. .. .. (5-20s).....coupon	218 621,150	6	" "	1887	121¼
.. .. 4th series (5-20s).....registered	14,784,000	6	Jan. & July.	1888	122¼
.. .. .. (5-20s).....coupon	22,685,800	6	" "	1888	122¼
Loan of March 3, 1864, (10-40s)....registered	141,763,900	5	Mar. & Sept.	1904	117¼
.. .. .. (10-40s).....coupon	52,802,400	5	" "	1904	118¾
Consols of July 14, '70 & Jan. 20, '71.registered	216,205,450	5	F. M. A. & N.	1881	117¾
.. .. coupon	299,010,050	5	" "	1881	117¾
Debt matured and without interest.....(var.).	8,414,270	...	.....	Due.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	.....	4	.....	1875	....
Pacific R. R. Bonds (registered)....(currency)	64,623.512	6	Jan. & July.	'95-'99	127¼
United States Notes	370,596,038	nil.	.....	.....	....
Fractional Currency.....	40,860,039	"	.....	.....	....
State Securities, latest dates.					
Alabama—($21,670,810):					
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	'86-'92	33¼
.. Bonds (new), 1866, '68 '72 and '73.....	2,212,700	8	Jan. & July.	'86-'93	33¼
.. Bonds (new), 1874.....	341,000	7	" "	1894	....
.. R. R. Loans ($2,300,000)& endorsements.	15,051,000	8	" "	'90-'91	....
Arkansas—($12,733,086):					
.. Bonds (Funding), 1869 and 1870.....	3,050,000	6	Jan. & July.	1899	33
.. Levee bonds (warrants), 1871.....	1,460,000	7	" "	1900	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Bonds (for $2,500,000), 1875.....	.....	7	" "	1895	....
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	7	April & Oct.	1900	15
California—($3,396,500):					
.. Civil (S. F.) bonds, 1857 and 1860.....	75,500	7	Jan. & July.	'77-'80	115
.. Relief Fund bonds, 1863.....	95,500	7	" "	1883	....
.. State Capitol bonds, 1870 to 1872.....	500,000	7	" "	1885	....
.. Funding bonds, 1873.....	2,801,000	6	" "	1893	....
Connecticut—($5,014,000):					
.. War Loan bonds (10-20 yrs), 1861	508,900	6	Jan. & July.	1881	107
.. War Loan bonds (20 yrs), 1863 and '64..	2,195,500	6	" "	'83-'84	....
.. War Loan bonds (10-30 yrs), 1864.....	568,500	6	April & Oct.	1894	....
.. War Loan bonds (20 yrs), tax free, 1865.	1,741,100	6	" "	1885	....
Delaware—($1,231,000):					
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1885	....
District of Columbia—($12,790,000):					
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892	....
.. Improvement (cur.) bonds, 1873.....	790,000	7	" "	1893	....
.. Funding bonds, 1874, (guar. by U. S.)....	10,594,550	3.65	Feb. & Aug.	1924	70
Florida—($5,431,767):					
.. State bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds of 1873.....	509,200	6	" "	1903	....
.. Loan (J.P. &Mob. R.R.) gold bonds, 1870	4,000,000	8	" "	1890	....
Georgia—($19,823,900):					
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	6	Feb. & Aug	'78-'86	95
.. Bonds, act March 12, 1866.....	3,600,000	7	Jan. & July.	1886	107¼
.. Bonds (gold), act Sept. 1870.....	2,098,000	7	J. A. J. & O.	1890	105¼
.. Bonds (gold), act Oct. 1870.....	1,880,000	7	April & Oct.	1890	105¼
.. Bonds (funding), 1873	1,200,000	8	" "	'75-'86	....
.. Bonds to Brunswick & Albany R.R., '70	1,500,000	7	June & Dec.	1890	...
.. Railroad aid bonds (endorsed), 1870 &'71	7,545,900	var	Various.	'90-'91	102¼
Illinois—($1,689,045):					
.. Interest bonds, 1847.....	940,445	6	Jan. & July.	1878	....
.. Refunded Stock bonds, 1859.....	320,000	6	" "	var.	103¼
.. Chicago Relief bonds, 1871.....	250,000	6	May & Nov.	1881	....
Indiana—($910,000):					
.. Temporary Loan bonds, 1873.....	910,000	7	April & Oct.	1876	....
Iowa—($543,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,336,175):					
.. Funding &c. bonds 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	....
.. Bonds (various) 1866 to 1869.....	889,000	7	" "	'76-'99	....
.. Military loan bonds, 1864 to 1869.....	346,000	7	" "	'84-'99	....
Louisiana—($21,099,100):					
.. Treasury Relief bonds, 1853	735,000	6	Jan. & July.	1893	45
.. Levee bonds, 1866.....	1,000,000	8	Various.	1886	43
.. Levee bonds, 1867.....	3,992,000	6	May & Nov.	1907	45
.. Levee bonds, 1870.....	2,966,000	8	Mar. & Sept.	1875	45
.. Funding (coupon) bonds, 1866.....	722,100	6	Jan. & July.	'86-'88	....
.. Funded (floating debt) bonds, 1870.....	2,821,000	6	May & Nov.	1910	45
.. Penitentiary bonds, 1869.....	497,000	7	Mar. & Sept.	1909	45
.. Miss. & Mex. Gulf Ship Canal bonds,'69	389,000	7.3	" "	1899	....
.. Railroad Aid (various) bonds.....	2,335,000	6	Various.	'72-'06	....
.. Railroad Loan (var.) bonds, 1869 to 1871.	4,750,000	8	Various.	'99-'11	....
.. Consolidated Funding bonds, 1874.....	951,854	7	Jan. & July.	1914	66¼
Maryland—$11,095,019):					
.. Bonds to R. R. and Canals.....	5,604,129	5	J. A. J. & O.	1890	90
.. Bonds to R. R. and Canals.....	889,836	6	" "	1890	103
.. Defense and Bounty bonds 1864 to 1868.	3,333,583	6	Jan. & July.	1883	114
.. State Loan bonds, 1870 and 1874.....	996,471	6	" "	'85-'89	....
Maine—($7,088,400):					
.. Civil (var.) bonds, 1857 to 1861.....	171,000	6	Various.	'75-'78	104
.. War and Bounty bonds, 1863 and 1864..	3,832,500	6	Various.	'80-'89	110
.. Equalization (Municipal) bonds 1868..	3,083,900	6	April & Oct.	1889	....
Massachusetts—($29,465,204):					
.. Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.	1894	....
.. Harbor Land Improvement bonds, 1874	400,000	5	" "	1894	113¾
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	111
.. Union Defense Loan, 1861.....	1,850,000	6	Jan. & July.	'75-'76	115
.. Union Defense Loan, 1862.....	50,000	5	June and Dec.	'77-'78	...
.. Coast Defense Loan, 1863.....	888,000	5	Jan. and July.	1883	111¼
.. Bounty Fund Loan, 1863 and 1864.....	3,380,244	5	" "	1894	....
.. War Fund Loan, 1869.....	999,944	5	" "	1899	...
.. Troy & Greenfield R.R. & Tunnel Loan.	10,971,992	5	Various.	'88-'94	109
.. B., H. & Erie R. R. Loan	3,599,020	5	Jan. & July.	1900	...
Michigan—($1,664,000):					
.. Renewal Loan bonds, 1858.....	105,000	6	" "	1878	103¾
.. Two Million Loan bonds, 1863....	1,032,000	6	" "	'78-'83	105
.. War Bounty Loan bonds, 1865.....	366,000	7	May & Nov.	1890	108
Minnesota—($2,755,000):					
.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	'77-'79	....
.. State Buildings Loan, 1873, coupon	230,000	7	" "	'83-'03	....
.. Railroad Aid bonds, 1858, (repudiated).	2,275,000	7	" "	1887	....
Missouri—($17,839,000):					
.. State Debt Proper, 1865 and 1868	439,000	6	" "	'81-'91	105¼
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	....
.. Funding Bonds, 1874..... ...	1,100,000	6	" "	'94-'95	105
.. Railroad Aid bonds, 1853-'66.....	15,868,000	6	" "	'79-'87	100¼
.. State Institution bonds, 1872 to 1874....	505,000	6	" "	'92-'94	104
Nevada—($160,000):					
.. Bonds funding floating debt, 1871.....	160,000	10	Mar. & Sept.	1881	. ..
New Hampshire—($3,724,100):					
.. War Loan Bonds, of 1861.....	418,000	6	Jan. & July.	'75-'78	102¾
.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'89	....
.. State bonds, 1873.....	500,000	6	Jan. & July.	'79-'80	105¼
.. Equalization (Municipal) bonds, 1872...	2,206,100	6	" "	'92-'05	109¼
New Jersey—($2,496,300):					
.. War Loan (tax free) bonds, 1861.....	1,000,900	6	" "	'76-'84	108
.. War Loan (tax free) bonds, 1863... ...	900,900	6	" "	'86-'96	....
.. War Loan bonds, 1864.....	593,400	6	" "	'97-'02	....
New York—($29,776,787):					
.. Bounty Loan bonds, coupon.....	1,057,000	7	" "	1877	104¾
.. Bounty Loan bonds, registered	14,855,000	7	" "	1877	105¼
.. State (Deficiency) Stock, '38, part at will	889,781	6	J. A. J. & O.	1878	114
.. Canal Stock (old).....	880,000	6	June & Dec.	1877	115
.. Canal Stock, 1872.....	1,562,900	6	Jan. & July.	1887	115
.. Canal Stock, 1873.....	847,500	6	" "	1883	120
.. Canal Stock, 1873.....	4,302,600	6	" "	1891	119
.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	...
North Carolina—($28,419,045):					
.. Railroad and Improvement (old) bonds.	4,738,800	6	Jan. & July.	'75-'98	15
.. Railroad and Improvement (old) bonds.	3,639,400	6	April & Oct.	'75-'98	15
.. Railroad and Improvement (new) bonds	2,383,000	6	Jan. & July.	'75-'98	7
.. Railroad and Improvement (new) bonds	1,695,000	6	April & Oct.	'75-'98	7
.. Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	11
.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1898	8
.. Special Tax bonds	11,407,000	6	" "	'98-'99	2¼
Ohio—($7,988,205):					
.. Loan (sinking fund), 1850.....	1,473,115	6	Jan. & July.	1875	....
.. Loan (sinking fund), 1860.....	4,072,640	6	" "	1881	107
.. Loan (sinking fund), 1856.....	2,400,000	6	" "	1886	112
Oregon—($246,027):					
.. Bounty and Relief bonds.....	46,027	7	" "	'75-'84	....
.. Willamette Canal and Lock bonds, 1870	200,000	7	" "	1890	....
Pennsylvania—($24,568,635):					
.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	104¼
.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	101¼
.. Loans, May '52 & Apr. '52, reg. & coup.	3,540,500	5	Feb. & Aug.	'77-'78	101¼
.. Stock Loan of Feb. 2, 1867, 2d series....	7,890,550	6	" "	1877	104¼
.. Stock Loan of Feb. 2, 1867, 3d series....	9,271,850	6	" "	1882	114
.. Stock Loan of Feb. 2, '67, 1st, 2d &3d ser.	434,850	5	" "	'72-'82	....
.. Agricultural College Land Scrip, 1872..	500,000	6	April & Oct.	1876	....
Rhode Island—($2,638,000):					
.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	108
.. War Loan bonds of 1863 and 1864.....	1,619,000	6	Various.	'93-'94	....
South Carolina—($14,537,295):					
.. State House Stock, 1856 to 1861.....	944,918	6	Jan. & July.	'77-'89	34
.. State House bonds, 1853 and 1854....cur.	287,000	6	" "	'71-'80	....
.. Blue Ridge R. R. bonds, 1854.....	867,000	6	" "	'75-'79	....
.. Funding Stock and bonds, 1866.....	884,113	6	" "	'87-'97	34
.. Funding and Conversion bonds, 1868-'69	3,764,850	6	J. A. J. & O.	'82-'89	34
.. Land Commission bonds, 1869 and 1870.	261,000	6	Jan. & July.	1889	35
.. Fire Loan Stock of 1838.....	292,641	6	J. A. J. & O.	1868	....
.. Relief (Treasury) bonds, 1860.....	616,000	7	Jan. & July.	1888	25
.. Consolidated bonds, 1873, reg. and coup.	1,391,084	6	" "	1893	....
.. Railroad bond endorsements.....	4,707,608	var	Various.	var.	...
Tennessee—($47,185,617):					
.. State Bonds (direct)	2,641,000		April & Oct.	30 yrs	45¼
.. Railroad, &c., Loan bonds.....	28,530,000		Jan. & July.	30 yrs	45¼
.. Funding bonds, 1866 and 1868.....	7,141,000		" "	'97-'99	43¼
.. Funding bonds, 1873, coupon and reg...	6,222,000		" "	1914	43¼
Texas—($4,822,073):					
.. State Bonds.....	125,000		Jan. & July.	1877	93
.. State Bonds	75,000		" "	1892	83
.. Frontier Defense (gold) bonds.....	697,000	7*	" "	1910	103
.. Revenue Deficiency (gold) bonds.....	500,000	7*	" "	1892	101¼
.. Funding (gold) Bonds	1,000.000	7*	" "	1904	101¼
.. Funding (currency) Bonds	279,000	10	Mar. & Sept.	1876	100
.. Funding (currency) Bonds.....	400,000	10	Jan. & July.	1884	107
.. Pension (currency) Bonds.....	1,100,000	10	" "	1894	104
Vermont—($312,500):					
.. War Loan bonds, 1862.....	312,000	6	June & Dec.	'75-'90	....
Virginia—($50,556,403):					
.. Coupon (old) bonds, 1851 to 1861.....	7,562,652	6	Jan. & July.	'86-'95	31
.. Registered (old) bonds, 1851 to 1861.....					
.. Coupon (new) bonds, 1866 and 1867.....	700,000	6	" "	10 to 34 yrs	31
.. Registered (new) bonds, 1866 and 1867..					
.. Consol. (coup receivable for taxes) 1871.	20,239,005	6	" "	1905	73
.. Consol. (coup. not so receivable) 1872..	2,442,784	6	" "	1906	40
.. Deferred (W. Va.) certificates, 1871	15,239,370	6	" "	contgt	5

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
2d Mortgage	2,673,000	8	" "	" "	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	116
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	106½
3d Mortgage	434,000	7	May & Nov.	" "	1881	100
Albany Loan	933,000	6	" "	" "	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	101
Special Mortgage to Penn	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	97
Funding Income (traffic guar.)	5,403,900	7	" "	Pittsburg.	1894	52
American Central:						
1st Mort., guar. by C., B. & Q.	645,000	7	Jan. & July.	New York.	1878	104
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	3,750,000	8	March & Sept.	Boston.	1896	...
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	83
Land Grant Mortgage (gold)	3,374,500	7*	April & Oct.	Boston.	1900	76½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....
Consol. mort. gold (Oct. 1, '76)	2,074,000	7*	.....	"	1903	49
Consol. Second Mort. (gold)	976,000	7*	April & Oct.	N. Y. or Bost.	1903	....
Land Income bonds	475,000	12	Jan. & July.	Boston.	....	102½
Atlanta and Richmond Air Line.						
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	60
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R R.) assumed	7,188,500	6*	Jan & July.	" "	1888	61¾
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102½
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	103½
Loan of 1855-'90 (Balt.) skg fd.	3,253,026	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,398,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,198,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,576,000	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	91½
Beloit and Madison (C. & N.W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,000,000	6	June & Dec.	New York.	1877	102½
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Philadelphia.	1885	99½
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	96
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'9	114½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	85
1st Mortgage (Equalization)	248,000	7	" "	"	1889	92
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	92
Equipment Mortgage	350,000	8	Apr. and Oct.	"	1881	90
Boston, Concord and Montreal:						
Sinking Fund Mortgage	543,000	6	Jan. and July.	Boston.	1889	92
Consol. Mortgage for $2,000,000.	965,000	7	Apr. and Oct.	Boston.	1893	103
	344,500	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	20½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	26
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,300	7	" "	"	1892	106
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,200,500	7	Jan. and July.	Boston.	'93-'94	111½
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	100½
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500,000	7	Jan. and July.	Boston.	1893	108½
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	" "	1898	103½
Buffalo and Jamestown:						
1st Mortgage	1,000,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	93
Buffalo, New York & Phila.:						
1st Mortgage	2,296,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	281,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage, stg., skg. fund	5,400,000	7*	May & Nov.	N. Y. & Lond.	1919	41
1st Mort., (gold) Mil. Div.	2,200,000	7*	Feb. and Aug.	" "	1902	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,660,250	7	April & Oct.	N. Y. & Bost.	1893	109
Stock Bonds pref. 3d lien	322,500	8	Jan. & July.	Boston.	1878	....
Stock (common) Bonds	308,000	8	April & Oct.	N. Y. & Bost.	1879	106
Stock (common) Bonds	308,500	8	Jan. & July.	" "	1894	106½
Stock (common) Bonds	409,500	8	" "	" "	1889	...
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	102
Bonds convertible until 1882	600,000	8	" "	Boston.	1883	91
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
First Income bonds	1,000,000	10*	.....	.....	....	....
2d Income, or double track b'ds	1,600,000	6*	.....	.....	....	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	100
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	103½
Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	105
2d Mortgage	500,000	7	April & Oct.	"	1879	103
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	96
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	64
Cape Girardeau and State Line:						
1st Mortgage (gold)	1,000,000	7	Jan. & July.	.....	1891	....
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	95
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	75
2d Mortgage--Income Bonds.	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	472,500	8	May & Nov.	New York.	1879	107½
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	108
Chattel Mortgage	209,850	5	May and Nov.	"	'88-'89	...
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	74
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1899	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	87
1st Mort. (W. to Minn. Line)	1,354,000	7	Jan. & July	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	94½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	94½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	150,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,475,000	7	May & Nov.	New York.	1902	101
1st Mort.(New)for $5,000,000....	5,000,000	7	Feb. & Aug.	" "	1890	111½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Loan of Leh.C. & Nav.Co.(ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....
Consol. Mort. for $25,000,000....	11,000,000	7	" "	New York.	1899	105½
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	98½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,781,000	6*	Jan. & July.	New York.	'95-'99	108½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	105½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	112½
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	99½
1st Mort. (Calif. & Oregon) gold	7,291,000	6*	" "	" "	1888	93½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	91½
Land bonds (Cen. Pac. Co.)gold	9,049,000	6*	" "	" "	1890	99½
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	11
2d Mort., Consol.(").	1,500,000	7	June & Dec	"	1891	4
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	45
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	60
Equipment Mort. (Vt. Central).	1,000,000	8	" "	"	'76-'77	60
Equipment Mort. (").	1,000,000	8	" "	"	1889	60
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	60
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	39
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	15,000,000	6*	May & Nov.	New York.	1899	28
1st Mort. Extension.(cou. or reg)	4,758,000	7*	Jan. & July.	" "	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....
3d Mort. (")coupon....	918,000	6	" "	" "	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	773,800	6	Jan. & July.	Boston.	'77-'80	100
Chester Creek (Phil. &Balt.Cent.):						
1st Mort., guar. by P.,W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	28,000	7	May & Nov.	New York.	1877	107
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	118
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	104
Consol. Bonds (£200 stg. each).	3,893,200	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.,J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	102
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	4,200,000	7	Feb. & Aug.	" "	1900	92
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,571,000	8	Jan & July.	New York.	1883	116½
Trust Mortgage, skg fund conv..	156,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	2,391,475	7	Jan. & July.	Boston.	1896	109
Bonds of 1875, Sinking Fund...	462,000	5	June & Dec.	"	1895	88
Consol. Mortgage for $30,000,000.	8,428,000	7	" "	"	1903	111½
1st Mort. (Am. Cen. R.R.) guar.	615,000	8	" "	New York.	1878	....
1st Mort. (Car. and Burl.) guar..	503,500	8	May & Nov.	" "	1879	....
1st Mort. (Dix., Peo. & Han)guar.	753,000	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	933,000	8	April & Oct.	Boston.	1890	110
1st Mort. (Keok. & St.Paul)guar.	864,500	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	571,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	756,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	941,000	4*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton and Dubuque						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold...	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	25
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	2,200,000	8	Jan. & July.	N.Y. & Bost.	1901	82
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	568,200	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	101
Chicago and Mich. Lake Shore:						
1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (Mil. and St. Paul R'y)	5,909,000	7	Jan. & July.	New York.	1898	102½
2d Mort. (" ")	1,191,000	7	April & Oct.	" "	1884	98
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	97
1st Mort. (East. Div. Palmer.)	547,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	95½
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	..
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	99½
1st Mort. (Iowa and Dak. Div.)	837,000	7	" "	" "	1899	98
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	116
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	98
1st Mort. (Hast. and Dak. Div.)	467,000	7	Jan. & July.	" "	1902	84
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	" "	" "	....	....
Equipment and Bridge Bonds..	245,000	10	June & Dec.	" "	1883	...
Consol. Mort. for $35,000,000....	2,154,000	7	Jan. & July.	" "	1905	89½
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,238,700	7	Feb. & Aug.	New York.	1885	107
General 1st Mortgage (193 m.) ..	3,578,000	7	" "	" "	1885	104½
Funded coupons (193 m.).....	740,300	7	May & Nov.	" "	1883	103
Appleton Ext. (23 m.& 76,000 ac.)	146,000	7	Feb. & Aug.	" "	1885	90
Green Bay Ext. (26m & 76,000 a.)	265 000	7	" "	" "	1885	90
1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	" "	" "	1882	106
Elgin and State Line.....	122,000	6	Jan. & July.	" "	1878	....
Mississippi River Bridge.....	186,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	328,000	7	March & Sept.	" "	1898	101
Consol. skg fund (C.& N.W.R'y)	4,277,000	7	F. M. A. & N.	" "	1915	101½
General Consol. Gold Bonds ...	9,758,000	7*	June & Dec.	" "	1902	94
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	...
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
2d Mort. (Mil. & Chi.R. R.) guar.	2,000	7	" "	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	101
1st Mort. (Bel.& Mad. R.R.)guar	284,000	7	"	" "	1888	....
Chicago, Portage and Superior:						
1st M.,s.f.(Chi. &N. Pac. Air-L.)	25,000pm	7*	June & Dec.	New York.	1902	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,504,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	110½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago, Wisconsin & Canada:						
1st Mort. gold, skg fd for $410,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st Mortgage (gold) for $5,000,000	.....	7*	Jan. & July.	" "	1902	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	322,000	7	Jan. & July.	Baltimore.	1900	100
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,250,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867.....	500,000	8	June & Dec.	" "	1877	....
Cincinnati,Ham.&Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	84
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	.. .
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc.,Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	75
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	....
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	65
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	....
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	108½
1st Mort. (C., C. and C. R. R.)..	228,000	7	June & Dec.	" "	'74-'84	....
1st Mort. (Bell. and Ind. R.R.)..	411,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,500,000	7	June and Dec.	N.Y. or Lond.	1911	98½
Clev.& Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	104
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	106
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	105¼
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	103¼
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	107
2d Mortgage (" ")	860,000	7	April & Oct.	" "	1886	103
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	45¼
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	" "	1909	14
Income convertible.....	3,893,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	461,000	7	April & Oct.	" "	'93-'95	68
2d Mort. (" ")	344,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	39,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't &Bur.)	554,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	370,500	7	April & Oct.	Boston.	1893	95
1st Mortgage sinking fund.....	289,500	6	June & Dec.	"	1876	99¾
Coupon Notes.....	607,500	7	" "	"	'76-'81	97¼
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1876	90
Connecticut River:						
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	100
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	441,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	356,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	5&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	....
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware State Loan.....	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	108¼
Convertible Bonds.....	2,800,000	7	June & Dec.	" "	1892	113
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	400,000	7	March & Sept.	" "	1885	....
2d M. Ext. (" ")	200,000	7	May & Nov.	" "	1890	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ama.	1900	69
Des Moines and Ft. Dodge:						
1st Mortgage (coupon).....	2,400,000	6	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,830,000	8	May and Nov.	New York.	1902	94¼
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,826,000	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Lake Mich.:						
1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	....
1st Mortgage (on Branches)....	575,000	8	June & Dec.	"	1897	....
2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	44¼
1st Mort. (Ionia and Lansing)..	770,000	8	Jan. & July.	New York.	1889	....
2d Mort. (" ")...	81,000	8	May & Nov.	" "	1880	....
Detroit&Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1,702,317	6&7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	102
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	753,000	8	Jan. & July.	New York.	1889	101
Dubuque and Sioux City:						
1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	105
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,560	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	100
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	92¼
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.&Ga.,old)	635,000	6	" "	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	50
Loan of 1865.....	160,000	6	April & Oct.	"	1885	....
Loan of 1867	959,000	7	March & Sept.	"	1887	53
Loan of 1868.....	1,000,000	6	March & Sept.	"	'88-'89	....
Loan of 1869.....	500,000	6	May & Nov.	"	1889	....
Ten year coupon notes.....	1,163,000	7	.....	"	1882	49
Ten year coupon notes.....	2,513,500	7	.....	"	'83-'84	49
Sinking Fund Bonds.....	2,300,000	7	May & Nov.	"	1884	50
Sterling Sink. Fd. Bonds.....	2,878,048	6*	March & Sept.	London.	1893	....
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Eliza'bethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	102
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	62½
Erie Railway:						
1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York	1897	111½
2d Mortgage.....	2,174,000	7	March & Sept.	" "	1879	102¼
3d Mortgage.....	4,852,000	7	" "	" "	1883	102¼
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	100
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	103
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Sterling loan (£1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
1st Consol Mort. for $30,000,000.	12,076,000	7*	" "	NY&London.	1920	....
2d Consol. Mort. for $40,000,000.	14,400,000	7*	June and Dec.	London.	1894	....
Convertible bonds.....	10,000,000	7*	J. A. J. and O.	London.	1903	....
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	....
New Mortgage for $6,000,000....	.....	...	.....	.....	....	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren &Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	112½
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	" "	1888	....
1st Mort.(Bay C. & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov	" "	1902	....
Construction Loan...	280,405	8	Jan. & July.	" "	1876	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida:	$					
1st Mortgage conv. gold	2,800,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Side and Central:						
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....
1st Mort. (Central of L. I.)	1,275,000	7	" "	" "	1889	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	135,000	7	Feb. & Aug.	" "	1887	....
Sterling Loan	1,500,000	6*	.....	London.	....	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1893	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	80
2d Mortgage	150,000	8	" "	"	1883	89
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo. (SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,892,000	7	Feb. & Aug.	New York.	1882	106
2d Mortgage	45,000	7	May & Nov.	" "	1875	102¾
Galv., Harrisburg & San Antonio:						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	82½
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	564,500	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	94½
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	85
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	89
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	64
Green Bay and Minnesota:						
1st Mortgage	2,400,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	35
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	80
2d Mortgage	250,000	7	" "	" "	1892	75
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'77-'94	103½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	105
Fifteen years' bonds (277 m.)	3,798,000	8	March & Sept.	" "	1885	76½
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R.R. 55 m)	1,200,000	10	Jan. & July.	" "	1886	92½
General Land Mortgage (277 m.)	642,000	7	April & Oct.	" "	1888	106
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	102½
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	Brpt. & Bost.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	7,479,000	7*	Jan. & July.	New York.	1881	....
1st Mortgage (Western Div.)	2,500,000	7*	" "	" "	1903	....
Consolidated Mortgage	2,700,000	8	April & Oct.	" "	1912	....
Hudson River (N.Y.Cen.& H.R.):						
3d Mortgage sinking fund	1,794,000	7	June & Dec.	New York.	1885	112
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	110
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	104
Consolidated Mortgage	1,378,000	7	April & Oct.	"	1895	60
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
General Mortgage for $15,000,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,792,000	5*	" "	"	1903	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage, guaranteed	933,000	8	April & Oct.	Boston.	1890	110
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	30
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	11½
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	76
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	70
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	" "	1900	65
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	" "	1883	86½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	...
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	81
Ionia and Lansing (D., L.&L.M.):						
1st Mortgage traffic guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage "	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	...
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	97
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	102½
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,317,000	8	Jan. & July.	New York.	1885	93½
1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	" "	1890	85
2d Mortgage guar.	168,000	8	March & Sept.	" "	1878	....
Consolidated Mortgage (236 m.)	1,968,000	8	" "	" "	1891	78½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	443,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	80
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1899	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	...
1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	" "	1912	...
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	108
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	100
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	710,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	88½
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	92½
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ") gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.) conv.	887,000	8	March & Sept.	" "	1899	....
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov.	Boston.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	....
2d Mort. (" ")gold...	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	...
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	864,000	8	April & Oct.	Boston.	1879	105
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....
Laf., Blooming. & Miss.(T W & W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70
Laf., Muncie & Bloom.(T W & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..	6,118,000	7	J. A. J. & O.	" "	1900	106
Consol. Mort., S.F., Coupon...		7	Jan. & July.	" "	1900	107½
2d Consol. Mort. for $25,000,000.	8,471,000	7	June & Dec.	" "	1903	97¾
Bonds of 1882 (Reg. & Coupon)	3,529,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,442,000	7	" "	" "	1899	104
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	105½
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	103½
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	106½
2d Mort. (" ")	2,682,300	7	" "	" "	1877	101½
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	107
2d Mort. (" ")	819,000	7	April & Oct.	" "	1886	103
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,850,000	7	April & Oct.	" "	1898	103½
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1876	102
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	83½
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1858	97½
1st M. (Jamestown & Franklin)	443,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y.-Bost.-Ph.	1896	43½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	19
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	106
1st Mortgage (")reg...		6	" "	" "	1898	108
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	110
General Mort. for $40,000,000.	5,000,000	6*	June & Dec.	"	1923	101½
General Mort., registered....		6*	" "	"	1923	100¾
Lewisb. Centre & Spruce C.(P & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	1,000,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund.....	3,780,000	7	April & Oct.	" "	1905	59
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	100½
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage.....	4,300,000	7	Feb. & Aug	New York.	1900	92
Louisville, Paducah and S. W.:						
1st Mortgage.....	2,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1895	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mortgage for Cincinnati Br..	3,000,000	7	" "	" "	1897	....
2d Mortgage for $1,000,000.....	878,000	8	April & Oct.	" "	1900	....
Louisville Loan.....	100,000	6	Jan. & July.	" "	1881	....
1st Mort. (Louisville & Frankf't)	39,000	6	" "	" "	'73-'78	....
1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	" "	1902	....
1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	" "	1881	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	176,000	7	Jan. & July.	New York.	1876	....
1st Mortgage (Memp Br.46.37m.)	47,000	7	May & Nov.	Louisville.	1875	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	" "	1902	....
Consol. M. for $8,000,000(392 m.).	6,964,000	7	April & Oct.	" "	1898	87½
Louisville Loan.....	849,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	...
Maine Central:						
Consolidated Mortgage.....	928,300	6	April & Oct.	Boston.	1912	95
$1,110,000 Loan, tax free.....	756 890	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	....
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95½
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	106½
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	94
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	74½
4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	....
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	...
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tennessee State Loan.....	1,314,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible.....	356,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	1,517,000	8	" "	" "	1882	111½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	100
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	88
Equipment Bonds for $800,000..	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.&M.S.	5,256,000	7	May & Nov.	New York.	1885	106½
2d Mort. " "	2,682,000	7	" "	" "	1877	101½
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	*400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	...
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	3,000,000	7	June & Dec.	New York.	1902	....
Milwaukee and Northern:						
1st Mortgage.....	1,625,000	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1911	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (Nor. Pacific):	$					
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage	690,000	7	April & Oct.	Memphis.	1876	....
Consolidated Mortgage	1,254,000	8	Jan. & July.	"	'81-'93	....
Tennessee State Loan	430,547	6	.....	"	....	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	362,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	62½
Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Further Add. Consol. Mort.	600,000	7	" "	" "	1906	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	55
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mortgage	300,000	8	" "	New York.	1889	....
Plain bonds	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 3 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,806,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	115
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	111
Convertible bonds	384,000	7	Jan. & July.	" "	1900	100
Construction bonds	578,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,821,000	7	April & Oct.	" "	1901	106
Special Mortgage	1,029,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,000,000	7	June & Dec.	" "	1915	107
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,450,000	6	Jan. & July.	New York.	'74-'83	82½
2d Mort. (Government Subsidy)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	5,800,000	7	" "	"	1913	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	102,000	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (C. of N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	860,000	7*	May & Nov.	New York.	1889	97½
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $360 000	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage	525,000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1889	27
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000,000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "	"	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	3,000,000	7*	May & Nov.	New York.	1900	....
New London Northern (Cen. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	50 000	7	June and Dec.	"	1892	....
N.O., Jack. & Gt. N. (N.O.St.L.&C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
Consol. Mort. for $8,000,000	3,000,000	7*	Jan. & July.	" "	1912	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
New York & Canada (D. & H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	101½
Bonds for debts assm'd (N.Y.C.)	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B.&N.F. stk (")	74,500	6	May & Nov.	" "	1883	...
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	102½
Bonds for Real Estate (")	162,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,431,000	6	June & Dec.	" "	1887	106
2d Mort. (Hudson River) S. F..	1,794,000	7	"	" "	1885	112
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	3,904,000	7	Jan. & July.	" "	1903	119
1st Mort., reg'd }		7	" "	" "	1903	120
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	...
Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	" "	1881	...
Consol. Mort. of 1872, coupon. }	6,822,000	7	May & Nov.	" "	1900	116½
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	116
N. York, Housatonic & Northern:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	...
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000..	2,500,000	7*	Jan. & July.	New York	1902	...
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	1,000,000	7	.....	New York.	1903	....
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	...
3d Mort., Equipment	3,800,000	7	.....	"	....	...
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
1st Mortgage	76,000	6	Feb. & Aug.	New York.	1878	....
Improvement Bonds	100,000	7	Jan. & July.	"	1876	....
Extension Bonds	250,000	6	May & Nov.	"	'78-'81	....
General Mort. for $1,000,000	337,000	7	Jan. & July.	"	1899	....
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Carolina:						
1st Mortgage	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	226,600	8	" "	"	1899	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	96
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	105
2d Mortgage	1,500,000	7	May & Nov.	"	1896	105½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	103
General Mortgage	436,500	7	Jan. & July.	"	1903	106½
North Shore (Flush., N.S. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	103
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	100½
3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	101
Income conv. coupon	1,000,000	7	April & Oct.	Harrisburg.	1880	....
Income coupon	3 000,000	7	Jan. & July.	"	1922	....
Consol. Mort. coupon	2,599,000	6*	" "	Baltimore.	1900	102½
Consol. Mort. registered	205,000	6*	April & Oct.	"	1900	....
Consol. General Mort. S. F.	2,964,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	30,097,500	7.3*	Jan. & July.	New York.	1900	14½
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	.....	New York.	....	....
Norwich & Worcester (B.H.& E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	150,000	7	" "	"	1877	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	95
Equipment Mortgage	200,000	8	" "	"	1879	95
Sinking Fund Bonds	468,000	8	March & Sept.	"	1890	95
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	98½
Consolidated S. F. Mortgage....	3,517,000	7	" "	" "	1898	99½
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	...
2d Consol. Mort. & S. F. Bonds.	3,905,000	7	April & Oct.	New York.	1911	71
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	...
Debenture Sinking Fund Bonds	160,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,616,000	7	May & Nov.	" "	1905	80
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	580,000	7	April & Oct.	Philadelphia.	1896	87
1st Mort. (Warren & Franklin).	1,500,000	7	Feb. & Aug.	" "	1882	88
1st Mort. (Union & Titusville).	500,000	7	Jan. & July.	" "	1890	60
Consolidated Mortgage	1,100,000	7	Feb. & Aug.	" "	1896	65

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Old Colony:	$					
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	102
Plain Bonds	32,000	5	" "	"	1884	99½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
New Bonds for $3,000,000	1,692,000	7	March & Sept.	"	1894	112½
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	105½
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000 p m	7.3*	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	90
Orange, Alex. and Manassas—See Wash. C., Va. Mid. &Gt. So.						
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C.,M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C.,B.& Q.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	106
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	92½
2d Mortgage sinking fund	2,804,000	7	Jan. & July.	" "	1891	78
Income Bonds	1,500,000	7	Mar. and Sept.	" "	1892	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	...
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	....
1st Mort. (Leav., Atch. & N.W.)	500,000	7	" "	" "	1889	....
1st Mort. (Lex. & St. Louis)gold	900,000	6*	June & Dec.	" "	1899*	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £597,500.	2,889,330	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	100
Peninsular (Mich.) Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	. ..
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	106⅞
General Mortgage	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	104½
General Mortgage, registered.		6	" "	"	1910	106
Consolidated Mortgage	29,250,000	6*	Jan. & July.	London.	1905	99½
State lien for $7,500,000, skg f'd	5,007,360	5	April & Oct.	Philadelphia.	'75-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	109½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	571,000	8	Jan. & July.	Boston.	1878	104
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	. ..
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	90
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000	8	" "	" "	1902	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	.. .
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102½
1st Mortgage	5,000,000	6	" "	"	1881	100
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	94
General Mort. for $20,000,000	7,652,000	6*	" "	Phil. or Lond.	1920	...
Philadelphia and Reading:						
Loan of 1868, debenture	1,138,400	6	Jan. & July.	Philadelphia.	1893	80
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" "	"	1880	104
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	107
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	967,200	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	134,400	7*	" "	"	1877	....
Consolidated Mortgage June 1, 1871. Dollar coupon	7,300,000	7	June & Dec.	Philadelphia.	1911	105½
Consolidated Mortgage June 1, 1871. Dollar registered	3,358,000	7	" "	"	1911	105½
Consolidated Mortgage June 1, 1871. Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. Gold or stg reg.	663,000	6*	" "	" "	1911	....
Consolidated Mortgage June 1, 1871. Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv	10,500,000	7	Jan. & July.	"	1893	100
New Improvement Mort. Loan	9,588,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F.($60,000,000)	9,900,000	6*	Jan. & July.	" "	1908	....
Mort. (Coal and Iron Co.) guar.	13,412,500	7	Various.	" "	1892	92
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	290,000	6	Jan. & July.	Phila. & Bost.	1884	101½
Loan of 1866	161,000	6	April & Oct.	" "	1876	....
Loan of 1867	1,000,000	6	" "	" "	1887	101½
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	639,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	80½
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	83½
Consolidated 2d Mortgage	5,000,000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	119½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	111½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	...
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	...
3d Mortgage	2,000,000	7	April & Oct.	"	1912	105
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. &Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	103½
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	...
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	749,000	6*	May & Nov.	"	1901	50½
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	46
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.	"	1891	...
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	65
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. &St.Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	50
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	756,000	8	Jan. & July.	Boston.	1890	105½
Reading and Columbia (P.& R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	116½
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga &Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	. ..
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,925,000	7	May and Nov.	" "	1921	92
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	72½
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	295,500	8	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mort. (Coup. and Register'd)	13[illegible],500	7	June & Dec.	Richmond.	1875	....
2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	'80-'85	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,990	7	March & Sept.	New York.	1880	104
2d Mortgage	460,000	7	Jan. & July.	" "	1902	....
General Mort. S. F.	1,050,500	7	June & Dec.	"	1891	....
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	"	1904	90
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	45
Equipment Mortgage	500,000	8	March & Sept.	"	1887	53½
General Mort.	1,500,000	8	May and Nov.	"	[illegible]	75

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgage	346,000	8	May & Nov.	Saginaw.	1892	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M. (W.D) land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	107
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	106
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	93
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	69
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	102
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	78
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	....
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	....
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North. Missouri)	6,000,000	7	Jan. & July.	New York.	1895	88½
Real estate & 2d M. for $3,000,000	993,000	7	March & Sept.	" "	1899	....
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M. (Evans. D.) gold skg f'd, con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	1,000,000	7	March 1.	Pittsburg.	1901	....
St. Paul and Iowa Southwestern:						
1st Mortgage	4,500,000	7*	May & Nov.	.....	1903	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	97
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	101½
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A & G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D.&H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (L S & MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	101½
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Housatonic Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	50½
2d Mort. (Gov. Subsidy)	1,628,200	6	" "	U.S. Treasury.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,486,333	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	897,000	7	" "	New York.	'82-'88	....
2d Mort. for $3,000,000	615,500	7	April & Oct.	" "	1902	....
Domestic (G) Bonds	111,000	6	Jan. & July.	Charleston.	1874	....
Domestic (I) Bonds	1,296,500	7	April & Oct.	"	1891	....
Domestic (K) Bonds	75,000	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....	....
South Pacific (Atl. and Pac.):						
1st Mortgage gold, assumed	7,188,500	6*	Jan. & July.	New York.	1888	67½
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	99½
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,800	6	" "	" "	'84-'90	....
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	108
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	....	80
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	48
Sullivan (Central Verm.):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	...
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage S. F. Gold	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,350,000	7	Jan. and July.	.....	1906	41
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	83
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	80
2d Mort. conv. (")	1,300,000	7	April & Oct.	" "	1886	45
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	45
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	50
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	89
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	89
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	89
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	65
1st Mort. Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	65
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	69
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1878	67
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	67
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	64
Equipment (Toledo & Wabash)	600,000	7	" "	" "	1883	....
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	35
Consol. 2d mort. gold	2,186,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap. and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (G) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,236,000	6G	Jan. & July.	N. Y. & Bost.	'96-'99	105
1st Mort. Land Grant	7,632,000	7	Apr. and Oct.	" "	1887	99½
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	89½
Omaha Bridge B'ds, stg £500,000	2,500,000	8G	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6G	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6G	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	60
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	100½
Sterling Loan £369,200 (U. Co's)	1,846,000	5G	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6G	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6G	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,760,000	6	" "	Philadelphia.	1883	103
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	100
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	103½
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100½
Convertible bonds, tax free.....	200,000	7	" "	"	1879	104½
Convertible bonds.....	150,000	7	" "	"	1881	103
Vicksburg and Meridian:						
General Mortgage: 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
Enlarged Mortgage	990,000	6	Jan. and July.	N.Y.&Lynch.	1884	70
4th Mortgage.....	870,000	8	March & Sept.	" "	1900	69
Registered Certificates.....	118,295	8	Jan. and July.	" "	1875	....
Funded Interest	226,300	8	" "	" "	1880	....
Income Mortgage (fundable)....	93,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7G	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	106
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	87
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9G	May and Nov.	New York.	1893	....
Wash'gton City,Va. Mid. &Gt.So.:						
1st Mort. (O., Alex. &Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	86½
2d Mort. (" ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	91
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	71½
3d Mort. " ")	600,000	8	May and Nov.	"	1873	64
4th Mort. " ")	700,000	8	March & Sept.	"	1880	50½
Funded Coupons (do.)	722,664	...	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	...	Apr. and Oct.	"	1896	....
Virginia State Loan.....	249,962	7	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....
1st Mortgage for $9,000,000.....	255,500	7G	Apr. and Oct	" "	1901	....
Westchester and Philadelphia:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	107
Western North Carolina:						
1st Mortgage.....	850,000	8	Jan. and July.	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	302,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	4,448,900	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,498,000	7G	" "	"	1902	....
Bonds (S. F.) Conv. till May '85	4,000,000	7	" "	"	1900	99
Sterling Bonds, Sinking Fund..	1,030,000	6G	March & Sept.	London	1900	....
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	90
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	104
2d Mort. " "	300,000	6	" "	"	1890	104
2d Mort. endor. by Wash. Co....	300,000	6	" "	"	1890	100
2d Mortgage preferred.....	600,000	6	" "	"	1895	92
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	104½
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6G	Jan. and July.	New York.	1899	99½
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1896	....
West Jersey:						
Debenture bonds guar. by C.&A.	400,000	6	March & Sept.	Camden.	1883	85
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	103
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar...	200.000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May &Millville)	500,000	7	Apr. and Oct.	"	....	95
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	106
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7G	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7G	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	40
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	45
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6G	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7G	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7G	Jan. and July.	New York.	1896	104½
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. &Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	87
2d Mortgage $12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	70
Extension mortgage bonds.....	4,875,000	7G	June & Dec.	" "	1906	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	4,618,500	7G	Jan. and July.	Boston.	1901	80
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	....
Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	86½
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5G	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	114
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
Delaware and Hudson:						
1st Mort. registered: 1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	105
1st Mort. registered: 2d series, July 1, 1869	3,500,000	7	Jan. and July.	" "	1884	109
1st Mort. registered: 3d series, Jan. 1, 1871	3,500,000	7	" "	" "	1891	111
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	108
Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	....
Lehigh Coal and Navigation:						
Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	98
Convertible Bonds.....	41,550	6	" "	"	1882	96
Convertible Loan, gold	794,000	6G	March & Sept.	"	1894	108½
1st Mortgage, registered	5,381,963	6	J. A. J. & O.	"	1884	102½
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	103½
Mortgage (equip.) Loan, gold...	4,692,500	6G	June & Dec	"	1897	104
Consolidated Mortgage.....	1,063,000	7	" "	"	1911	105
Greenwood Mortgage Loan.....	744,000	6	Feb. and Aug.	"	1892	99½
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	101
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	....
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	76½
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	....
Improvement bonds.....	260,000	6	May and Nov.	"	1830	90
Boat and Car Loan	756,650	6	" "	"	1913	70
Boat and Car Loan	621,600	7	" "	"	1915	99
Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1895	74
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
3d Mortgage (Susqueh. Canal)	1,811,000	6	" "	" "	1878	73½
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	...
West Branch & Susque. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July	Philadelphia.	1874	
2d Mortgage.....	298,000	6	" "		1888	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years Ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1874	60.0	—	2.8	125.0	3	4	3	56	Adirondack ..... New York.	3,113,515	*	3,261,220	—	3,763,000	640,000	1,971,735	—	60.0	71,297	27,870	28,218	93,724	22,399	—	100	....
Sept. 30, 1874	81.3	—	4.9	—	13	8	2	100	Alabama Central ¶ ..... Alabama.	3,160,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1874	296.0	—	14.8	—	19	13	5	230	Alabama and Chattanooga ..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1874	142.0	21.0	96.4	—	100	95	34	3,450	Albany and Susq. ¶ (D. & H.) .. New York.	8,935,023	*	.....	.....	5,000,000	4,350,000	3,077,584	—	382.4	2,173,579	1,645,118	1,206,651	3,403,751	1,176,427	7	100	106
Oct. 31, 1874	242.0	18.5	82.1	—	73	29	9	2,002	Allegheny Valley ¶ ..... Pennsylvania.	24,636,755	*	1,841,968	.....	2,256,400	17,461,000	6,761,323	—	260.5	.....	831,178	1,794,965	2,479,177	849,456	—	100	....
Oct. 31, 1874	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.) ..... Pennsylvania.	1,078,639	—	.....	.....	568,744	—	649,120	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	...	96	Arkansas Branch (St. L. & Iron Mt.). Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	289,293	98,598	—	50	....
Dec. 31, 1874	62.6	—	5.2	—	—	—	—	—	Ashtab Youngst'wn & Pitts. (Pa. Co.). Pa.	3,685,164	—	.....	.....	1,758,550	1,900,000	85,088	—	62.6	217,253	123,833	202,543	211,816	51,546	—	50	....
Dec. 31, 1874	150.0	—	8.9	—	5	6	...	64	Atchison and Nebraska .... Kan. & Neb.	3,610,525	410,159	254,260	46,991	.....	3,750,000	563,035	—	150.0	.....	.....	.....	353,205	82,880	—	100	....
Dec. 31, 1874	469.5	39.8	32.4	—	38	22	7	771	Atchison, Topeka & Santa Fe .... Kansas.	20,664,000	*	.....	.....	6,615,000	13,949,000	.....	—	509.4	796,946	69,659	186,312	1,250,806	693,164	—	100	15½
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line ¶ . Ga. N.C. & S.C.	11,748,000	*	.....	.....	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1874	81.0	—	7.9	—	21	6	5	165	Atlanta and West Point ..... Georgia.	1,197,635	*	153,132	463,446	1,232,200	83,000	330,577	68,446	87.0	.....	54,561	62,485	314,233	69,553	8	100	....
Sept. 30, 1874	387.5	35.8	88.8	—	170	39	28	2,749	Atlantic and Great West. N.Y. Penn. & O.	87,184,175	*	19,648,425	1,985,380	34,671,549	67,239,417	6,907,013	—	608.1	.....	.....	.....	4,838,257	1,208,941	—	100	....
Dec. 31, 1874	327.0	110.0	16.0	—	26	19	8	349	Atlantic and Gulf ¶ .. Georgia & Florida.	7,805,213	*	95,065	1,532,061	4,479,677	3,474,200	517,892	960,570	347.0	588,457	103,921	.....	1,032,256	307,706	—	100	....
Sept. 30, 1874	408.0	20.0	43.1	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio ¶ .. Virginia.	19,038,905	*	.....	.....	6,921,900	14,146,000	928,519	.....	428.0	.....	.....	.....	1,825,343	727,620	—	100	....
Dec. 31, 1874	95.0	—	5.0	—	9	7	5	77	Atlantic and North Carolina ¶ . N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1874	328.0	4.0	37.2	—	135	74	34	2,842	*Atlantic and Pacific* ¶ . Missouri & Ind. Ter.	36,572,728	*	.....	.....	19,760,300	16,792,438	.....	—	814.7	.....	.....	.....	5,624,377	385,872	—	100	....
Dec. 31, 1874	149.5	5.5	24.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	5,000,000	3,484,000	.....	—	155.0	883,443	155,270	453,193	1,247,247	61,767	4	100	....
Nov. 30, 1874	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah (C. of Ga.) .... Ga.	1,032,200	—	.....	.....	733,706	129,000	.....	—	—	—	—	—	72,000	73,000	8	100	....
Oct. 31, 1874	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	—	10,000	.....	550,000	436,900	.....	—	—	—	—	—	72,500	72,500	8	50	....
Sept. 30, 1874	379.6	42.8	442.1	—	509	216	116	11318	Baltimore and Ohio ¶ .... Md. & W. Va.	35,804,986	11,749,951	27,290,241	4,130,630	16,815,362	29,061,165	954,721	32,144,160	546.4	9,858,751	.....	.....	11,695,955	5,018,060	10	100	161
Sept. 30, 1874	30.0	—	43.2	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	20,000	715,199	1,650,000	—	20,000	715,199	30.0	.....	.....	.....	373,323	247,289	10	—	135
Sept. 30, 1874	103.5	—	16.4	—	—	—	—	—	Parkersburg Branch .. .... W. Virginia.	.....	—	.....	.....	5,680,685	2,264,282	.....	—	103.5	.....	.....	.....	802,066	L140,186	—	100	8½
Sept. 30, 1874	132.7	—	7.9	129.8	—	—	—	—	Baltimore, Pittsb. & Chic. (B&O) O., I. & Ill.	6,357,893	—	.....	.....	.....	—	6,357,893	—	63.0	.....	.....	.....	64,053	27,195	—	100	....
Dec. 31, 1874	73.4	18.7	3.2	—	26	33	12	300	Baltimore and Potomac ..... Maryland.	8,223,598	696,010	508,575	78,794	3,533,250	5,633,000	170,780	149,687	92.1	469,413	783,623	161,314	615,415	130,507	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis ¶ ..... Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1874	16.2	—	6.0	—	5	2	1	375	Barclay (Towanda Coal Co.) ..... Pa.	1,015,000	*	.....	.....	1,000,000	15,000	.....	—	16.2	46,950	19,081	322,363	46,061	Loss.	7	50	....
Dec. 31, 1874	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.). Me.	900,000	—	.....	.....	750,000	150,000	1,000	—	—	—	—	—	36,000	36,000	3	100	....
Jun. 30, 1874	56.4	—	4.4	76.0	—	—	—	—	Bellville and Southern Illinois ..... Ill.	2,780,000	—	.....	.....	1,680,000	1,100,000	.....	—	—	—	—	—	—	99,423	—	100	....
Dec. 31, 1874	67.0	—	8.1	—	—	—	—	—	Belvidere Delaware (Penn. R. R.) ... N. J.	4,034,829	—	.....	.....	995,800	2,244,500	1,492,738	—	80.0	.....	414,480	1,473,953	1,215,648	142,000	—	100	....
Sept. 30, 1874	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) ..... Mass.	600,000	—	6,000	—	600,000	—	—	6,000	—	—	—	—	42,626	35,157	7	100	76
Sept. 30, 1874	201.6	48.0	324.7	—	238	166	47	5,071	Boston and Albany .... Mass. & N. York.	23,285,640	4,453,046	2,808,885	1,224,925	19,864,100	5,558,000	2,790,565	3,559,831	283.9	5,069,790	5,889,382	2,668,403	8,963,128	2,350,416	10	100	134
Sept. 30, 1874	36.4	—	3.0	—	5	6	2	71	Boston, Barre and Gardner ..... Mass.	1,095,229	142,459	—	.....	863,902	—	379,781	—	36.4	106,439	113,220	44,390	112,189	22,233	—	100	....
Sept. 30, 1874	41.4	1.5	12.7	—	23	20	13	587	Boston, Clinton and Fitchburg ..... Mass.	1,409,432	807,316	350,972	206,569	872,600	1,499,600	255,585	144,478	90.2	526,625	472,000	454,137	665,640	219,767	—	100	66½
Mar. 31, 1875	144.3	9.0	11.2	—	28	25	13	595	Boston, Concord and Montreal ..... N. H.	2,850,000	*	1,497,120	161,957	1,800,000	2,148,900	10,390	549,787	153.3	624,271	187,260	88,671	664,194	140,209	—	100	....
Sept. 30, 1874	26.8	16.5	47.7	—	42	73	...	1,003	Boston and Lowell ..... Mass.	2,845,925	.....	3,030,243	285,644	3,200,000	1,199,500	1,363,521	418,791	125.5	872,151	.....	.....	1,305,840	198,265	7	500	60½
Sept. 30, 1874	115.5	8.5	105.1	—	69	153	...	1,628	Boston and Maine ..... Mass., N. H. & Me.	9,308,432	1,338,404	1,002,070	506,266	6,921,274	3,414,909	801,611	1,018,278	189.5	1,424,698	4,749,785	552,922	2,421,799	875,917	8	100	95½
Sept. 30, 1874	44.0	18.5	66.0	—	42	71	11	631	Boston and Providence ..... Mass. & R. I.	4,000,000	*	1,878,986	352,967	4,000,000	500,000	1,267,676	464,278	66.5	789,468	3,486,280	738,668	1,687,279	456,256	10	100	147
Dec. 31, 1874	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany ¶ ..... Georgia.	10,548,000	*	.....	.....	.....	5,980,000	.....	—	172.0	(Operat	ed by Con	tract—No	returns.)	.....	—	—	....
Sept. 30, 1874	26.0	—	2.0	—	—	—	—	—	Buff., Bradford & Pittsb. (Erie). N. Y. & Pa.	2,869,000	—	.....	.....	2,286,000	583,000	.....	—	—	—	—	—	—	40,600	—	100	....
Sept. 30, 1874	43.2	—	5.0	—	7	6	3	32	Buff., Corry and Pittsb. .... N. Y. & Penn.	1,546,931	*	.....	.....	—	700,000	.....	—	43.2	(Sold an	d in priva	te hands.)	.....	.....	—	—	....
Sept. 30, 1874	142.0	—	13.9	—	—	—	—	—	Buffalo, N. Y. & Erie. (Erie). N. Y. & Penn.	3,339,000	—	.....	.....	950,000	2,380,000	.....	—	—	—	—	—	—	233,100	7	100	....
Oct. 31, 1874	120.6	—	14.5	—	20	12	4	636	Buff., New York and Phila. N.Y. & Penn.	4,875,053	815,695	—	.....	1,691,150	2,972,500	1,195,200	—	120.6	320,085	234,056	251,697	580,666	203,695	—	100	....
Dec. 31, 1874	219.9	155.0	24.8	301.0	30	12	9	744	Burl., Cedar Rapids and Minnesota. Iowa.	16,200,000	*	.....	.....	5,510,000	8,265,000	2,500,000	—	407.5	.....	.....	.....	1,246 912	421,983	—	500	....
Dec. 31, 1874	240.8	—	20.8	—	16	12	7	280	Burlington and Missouri River ..... Neb.	15,886,800	*	412,500	145,904	8,537,800	7,349,000	118,228	—	240.8	291,601	89,387	135,686	797,218	445,940	—	100	40
Dec. 31, 1874	130.0	20.0	10.9	451.0	6	5	2	105	Burlington and Southwestern. Iowa & Mo.	5,200,000	*	.....	.....	2,600,000	2,600,000	.....	—	150.0	.....	.....	.....	129,324	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	...	50	Cairo, Arkansas and Texas ..... Mo.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	8	710	*Cairo and Fulton* ..... Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1874	90.0	—	....	60.0	9	5	3	349	Cairo and St Louis (narrow) Ill	7,500,000	*	.....	.....	1,785,500	2,500,000	226,805	—	90.0	.....	57,982	37,164	175,023	37,831	—	100	....
Jun. 30, 1874	156.8	—	6.2	—	10	8	4	161	Cairo and Vincennes ..... Illinois.	8,203,976	468,995	.....	.....	2,624,300	5,000,000	1,073,587	—	156.8	160,278	.....	.....	163,392	25,361	—	100	....
Dec. 31, 1874	60.0	7.0	8.4	—	11	54	8	121	Camden and Atlantic ..... New Jersey.	1,853,730	470,188	132,257	33,809	1,215,869	1,076,151	23,099	174,865	67.0	219,175	498,996	112,714	529,887	241,747	2	50	100
Dec. 31, 1874	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co. .. New Jersey.	715,362	—	.....	.....	381,925	350,000	.....	—	—	—	—	—	45,415	45,415	6	100	....
Dec. 31, 1874	41.4	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.). N.J.	833,008	.....	—	.....	500,000	400,000	79,282	—	—	—	—	—	62,782	62,782	6	100	....
June 30, 1874	17.5	—	1.0	—	1	1	1	23	Carbondale and Shawneetown .... Illinois.	556,200	*	21,193	84,548	356,200	200,000	45,757	59,984	17.5	.....	11,049	.....	21.022	6.490	—	100	....
Nov. 30, 1874	92.6	4.5	17.4	—	—	—	—	—	Catawissa (Phila. and Reading) ..... Penn.	6,126,500	—	.....	.....	4,359,500	1,740,350	.....	—	97.1	.....	.....	.....	724,503	178,000	—	50	28
Sept. 30, 1874	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna (D.L.&W.) .. N.Y.	1,183,120	—	.....	.....	589,110	—	.....	—	—	—	—	—	—	55,965	9	100	....
Dec. 31, 1874	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,377,000	.....	—	—	—	—	—	139,101	113,370	—	100	....
May 31, 1874	271.6	2.4	14.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.). Ia.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	—	—	—	584,772	584,772	6	100	80
Aug. 31, 1874	294.5	—	47.1	—	116	84	29	1,691	Central of Georgia ..... Georgia.	7,500,000	*	1,940,386	2,001,590	7,500,000	3,731,000	396,262	—	708.5	.....	.....	[9 months	2,101,108	571,246	4	100	....
Dec. 31, 1874	189.6	—	18.1	29.3	22	10	6	570	Central of Iowa ..... Iowa.	10,000,000	*	.....	.....	5,688,000	4,527,000	1,500,000	—	189.6	.....	.....	.....	642,699	.....	—	100	....
Dec. 31, 1874	74.0	34.0	160.2	—	242	134	48	16470	Central of New Jersey ..... New Jersey.	13,002,080	8,180,000	17,774,443	4,604,828	20,000,000	16,007,900	6,425,572	1,127,880	292.5	5,083,018	4,614,587	1,124,742	8,589,631	3,244,131	10	100	83
Sept. 30, 1874	137.1	—	33.9	—	37	41	...	1,358	Central Ohio (B. & O.) ..... Ohio.	5,349,500	*	.....	.....	2,849,500	2,500,000	.....	—	137.1	.....	.....	.....	1,004,358	161,306	6	50	80
Dec. 31, 1874	882.9	329.9	146.3	—	188	169	42	3,550	*Central Pacific* ¶ ..... Cal. Nev. & Utah.	131,363,581	6,201,689	6,392,827	4,232,362	54,275,500	82,376,680	806,518	10,671,261	1,212.8	5,214,441	3,862,729	1,096,287	14,531,355	3,682,318	5	100	101
June 30, 1874	117.0	135.0	42.4	—	170	80	32	2,441	Central Vermont ..... Vt.	14,500,000	*	.....	.....	5,000,000	9,500,000	.....	—	594.4	4,819,427	1,813,484	2,766,154	6,809,011	1,445,551	—	100	....
June 30, 1874	100.0	—	15.0	200.0	6	6	3	128	*Central Br. of Union Pacific* ..... Kan.	3,767,700	*	.....	.....	980,600	2,200,000	308,960	—	100.0	.....	.....	.....	128,488	df 19,430	—	100	....
Sept. 30, 1874	195.0	—	12.0	—	26	17	9	209	Charlotte, Columbia & Augusta .... S. Car.	2,115,044	*	188,209	129,967	2,578,000	1,516,941	830,146	559,233	195.0	481,176	.....	103,984	614,532	197,996	—	100	....
Dec. 31, 1874	22.8	—	2.6	—	—	—	—	—	Chartiers (Penn.) ..... Pennsylvania.	1,129,992	—	.....	.....	645,910	500,000	.....	—	22.8	.....	.....	.....	71,150	18,651	—	50	....
Dec. 31, 1874	17.4	—	3.1	—	—	—	—	—	Chemung (N. Central) ..... New York.	400,000	—	.....	.....	380,000	—	.....	—	—	—	177,021	978,628	267,334	75,596	6	100	....
Sept. 30, 1874	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar. & Alb. (D. & H. Can.) N.Y.	600,000	—	.....	.....	281,350	307,000	23,470	—	—	—	—	—	—	.....	—	100	....
Sept. 30, 1874	425.8	4.6	57.1	—	70	34	17	2,343	Chesapeake and Ohio ..... Va. & W. Va.	39,427,271	2,792,018	4,107,000	234,922	15,898,402	23,282,921	7,379,888	—	430.4	1,632,791	221,175	306,465	1,460,189	245.849	—	100	....
Sept. 30, 1874	3.6	—	12.7	—	30	22	10	414	Cheshire ..... N. H. & Mass.	2,362 707	326,600	160 000	.....	2,153,300	808,000	.....	.....	88.1	618,149	177,646	425,418	753,243	111,062	5	100	45

Dec. 31, 1874	21.5	—	3.1	—	—	—	—	—	Chester Valley (P.& R.)....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	.....	—	—	—	—	—	—	—	35,000	—	50	....
Dec. 31, 1874	242.0	117.4	149.1	—	155	75	24	2,966	Chicago and Alton .....Illinois.	17,303,065	*	5,165,375	547,845	12,363,200	7,248,900	3,404,185	119,894	649.1	3,758,915	904,223	1,421,158	5,126,228	1,829,463	10	100	98½
Dec. 31, 1874	680.3	583.5	276.9	—	302	112	59	6,006	Chicago, Burlington and Quincy..Illinois.	48,440,573	8,873,111	1,072,354	1,998,835	26,639,013	20,879,075	7,037,844	5,828,942	1,263.8	.....	1,830,453	2,420,628	11,645,318	5,045,375	10	100	117
Jun. 30, 1874	67.0	—	3.0	218.0	17	6	1	345	Chicago and Canada Southern..Mich.& O.	4,934,000	*	.....	.....	2,467,000	2,467,000	.....	—	67.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1874	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville..Indiana.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	—	...	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1874	60.0	—	3.0	—	3	4	2	230	Chicago, Clinton and Dubuque.....Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	—	60.0	.....	.....	.....	173,208	67,636	—	100	....
Jun. 30, 1874	108.0	25.0	8.1	62.0	30	8	3	786	Chicago, Danville and Vincennes.....Ill.	7,428,122	*	.....	.....	2,163,500	3,718,000	826,683	—	133.0	.....	79,438	289,536	721,334	276,999	—	100	....
Dec. 31, 1874	59.4	—	8.1	—	14	17	4	81	Chic., Det. & Can. G'd Junction....Mich.	2,078,985	*	.....	.....	978,985	1,095,000	.....	—	59.4	.....	.....	.....	391,492	(Loss.)	4	100	....
Jun. 30, 1874	119.0	15.0	11.4	—	10	7	2	295	Chic., Dubuque and Minnesota..Io.&Minn.	6,798,300	*	.....	.....	2,250,000	4,425,000	.....	—	134.0	39,746	59,045	52,130	304,712	118,297	—	100	....
Jun. 30, 1874	32.0	—	2.9	156.0	—	—	—	—	Chicago and Illinois Southern..Ill. & Ind.	601,957	—	.....	.....	356,200	200,000	45,757	—	32.0	9,306	1,100	10,593	12,236	2,564	—	100	....
Jun. 30, 1874	80.0	—	9.0	—	15	6	2	88	Chicago and Iowa (C. B. & Q.)....Illinois.	2,078,000	*	—	.....	1,328,000	1,750,000	.....	—	80.0	.....	.....	.....	522,415	210,372	—	100	....
May 31, 1874	81.8	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska (C&N W).Ia.	4,695,900	—	—	.....	3,916,200	779,700	.....	—	—	.....	.....	.....	464,877	464,877	—	100	115
Dec. 31, 1874	160.0	80.0	36.9	—	35	22	7	812	Chicago and Michigan Lake Shore..Mich.	8,212,450	829,200	108,799	61,541	1,511,168	6,630,000	1,093,167	—	240.0	.....	.....	(10 mos.	588,801	109,771	—	100	....
Dec. 31, 1874	814.0	585.0	187.0	—	203	106	57	3,662	Chicago, Milwaukee & St. Paul.Wis. I&M.	54,591,871	*	2,370,954	1,367,783	27,673,744	27,119,610	1,831,114	1,706,140	1,654.0	5,044,181	1,051,527	1,735,555	8,953,017	3,081,901	3½	100	36½
May 31, 1875	1,058	—	441.6	—	342	171	84	7,854	Chicago and Northwestern.....Ill. & Wis.	67,189,575	*	4,627,665	1,877,275	36,480,254	30,210,000	4,376,649	2,657,613	1,990.8	9,034,506	3,407,620	3,153,315	12,707,726	3,600,723	—	100	39½
Jun. 30, 1874	36.0	—	3.0	104.0	4	4	2	72	Chicago and Pacific.....Ill.	412,900	*	.....	.....	232,900	180,000	.....	—	36.0	110,202	36,474	.....	69,305	20,025	—	100	....
Jun. 30, 1874	128.1	—	9.8	132.0	6	3	1	180	Chicago and Paducah.....Illinois.	1,589,074	222,085	200,000	.....	1,978,000	2,304,000	36,472	—	128.1	.....	.....	101,279	196,808	89,154	—	100	....
Dec. 31, 1874	166.0	66.0	8.0	90.0	11	9	4	316	Chicago & Lake Huron... Mich. and Ind.	12,679,421	*	294,000	378,188	5,775,000	5,518,000	2,058,605	—	232.0	318,650	179,828	148,295	345,400	90,117	—	100	....
Mar. 31, 1875	500.7	173.7	109.6	—	217	81	31	4,138	Chicago, Rock Island & Pacific.Ill. & Iowa.	31,686,714	*	7,411,688	1,485 397	25,000,000	9,660,100	40,728	6,542,971	975.4	4,863,860	1,245,240	1,717,727	7,388,635	3,418,284	8	100	105½
Mar. 31, 1874	271.0	32.0	22.6	50.0	—	—	—	—	Chic. & S. West.(C.,R.I.& Pac.).Ia. & Mo.	14,008,552	—	.....	.....	7,000,000	5,000,000	2,008,552	—	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1874	5.6	—	9.1	—	—	—	—	—	Cincinnati and Baltimore(M.& C.)..Ohio.	1,498,422	—	86,292	13,556	747,355	322,000	528,915	—	—	.....	.....	.....	.....	77,384	7	100	....
Mar. 31, 1875	60.0	—	126.4	—	33	34	15	464	Cincinnati, Hamilton and Dayton...Ohio.	3,977,410	1,127,251	2,614,426	329,266	3,500,000	2,250,000	1,054,015	1,244,338	60.0	663,979	697,354	617,860	1,128,355	460,966	—	100	57
Mar. 31, 1875	98.4	—	6.0	—	19	8	5	488	Cin., Hamilton and Indianapolis.O.& Ind.	1,138,720	.....	.....	.....	—	1,846,000	.....	—	98.4	421,569	172,984	27,346	398,752	L.157,215	—	100	....
Jun. 30, 1874	20.5	—	10.3	—	—	—	—	—	Cincinnati and Indiana (I. C.& La. F.)..O.	2,032,209	—	2,605,361	—	500,000	4,000,000	107,570	—	—	.....	.....	.....	.....	.....	6	100	....
Jun. 30, 1874	75.0	—	9.0	—	10	...	2	603	Cincinnati, Lafayette and Chic.(Ill.& Ind.	3,142,985	259,205	.....	—	1,929,200	1,591,000	204,445	—	75.0	287,625	.....	.....	438,595	234,711	—	100	....
Dec. 31, 1874	148.4	—	13.9	—	15	12	3	361	Cincinnati and Muskingum Valley..Ohio.	5,524,983	*	.....	—	3,997,170	1,500,000	.....	—	148.5	.....	.....	.....	429,829	3,600	—	100	....
Mar. 31, 1875	45.0	—	2.6	—	5	—	3	170	Cin., Rich. and Chic. (C.H.&D.).O.& Ind.	826,733	184,552	700	17,783	382,600	625,000	22,168	—	48.0	172,133	104,566	162,065	234,100	59,372	—	100	....
Mar. 31, 1875	91.5	—	4.6	—	—	—	—	—	Cin., Rich. & Ft. Wayne (G.R.&I.)...Ind.	3,759,952	—	42,871	74,031	2,000,000	1,800,000	12,338	—	91.5	113,219	90,118	72,204	300,963	94,458	—	100	....
Jun. 30, 1874	175.0	15.5	26.9	—	32	23	13	905	Cincinnati, Sandusky & Cleveland...Ohio.	6,166,270	*	1,007,702	53,960	4,434,787	2,420,512	367,547	3,685	215.5	779,669	255,467	321,346	800,351	267,171	6pf	50	18½
Dec. 31, 1874	48.8	—	9.3	—	16	15	6	310	Cincinnati and Springfield (C.,C.,C.&I.)O.	3,848,339	*	444,084	7,124	1,100,000	2,588,250	611,293	—	80.5	.....	.....	.....	.....	21,169	—	100	....
Dec. 31, 1874	341.8	49.9	110.5	—	132	52	20	3,333	Cleveland, Col. Cin. & Ind...Ohio & Ind	17,389,587	*	2,984,587	767,055	14,991,692	4,697,000	652,364	800,173	391.7	4,212,988	668,541	1,531,952	4,248,606	902,675	7½	100	46
Jun. 30, 1874	67.0	56.4	94.4	—	—	—	—	—	Cleveland and Mahoning Valley.....Ohio.	4,526,777	—	458,205	101,881	2,759,791	1,967,600	15,542	349,930	—	.....	.....	.....	.....	523,867	12½	50	...
Dec. 31, 1874	145.0	34.0	18.5	34.0	22	14	13	595	Clev., Mt. Vernon and Delaware ....Ohio.	4,840,236	*	.....	145,614	1,751,035	2,308,000	907,808	18,907	157.0	364,397	274,688	324,725	445,800	115,944	—	100	....
Nov. 30, 1874	124.0	75.0	84.5	—	97	43	22	3,186	Cleveland and Pittsburg....Ohio & Penn.	13,033,777	3,373,486	849,766	.....	11,243,211	5,015,344	591,871	406,602	225.7	.....	.....	.....	2,972,557	1,489,406	7	50	93
Dec. 31, 1874	314.0	273.0	79.8	—	157	91	...	1,497	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	27,945,665	*	.....	.....	13,328,569	24,859,724	.....	—	586.7	.....	.....	.....	3,863,833	393,991	—	100	4
Jun. 30, 1874	44.4	—	2.0	—	—	—	—	—	Columbus, Springfield & Cin.....Ohio.	2,000,000	—	—	28,721	1,000,000	1,000,000	8,270	20,451	—	(Operat	ed by Cin	c., Sand.	& Clev.)	81,828	—	100	..
Jun. 30, 1874	76.0	13.0	22.0	—	29	9	3	2,061	Columbus and Hocking Valley .....Ohio.	3,041,679	1,234,397	319,689	11,817	1,855,250	2,434,000	334,142	24,398	89.0	520,749	151,636	623,938	805,467	342,443	10	50	....
Mar. 31, 1875	35.0	7.0	50.5	—	36	39	10	775	Concord.....New Hampshire.	1,500,000	*	191,266	107,576	1,500,000	—	117,553	181,285	145.5	791,356	546,115	691,972	1,002,950	151,676	10	50	159½
Sept. 30, 1874	50.0	5.8	36.3	—	18	25	12	326	Connecticut River .....Massachusetts.	2,680,417	*	302,416	431,959	2,100,000	250,000	546,734	518,039	55.8	330,342	1,121,005	327,893	706,405	261,687	10	100	137
Jun. 30, 1874	110.3	—	16.1	—	24	17	7	676	Connecticut and Passump. Riv..Vermont.	3,461,500	*	532,853	221,957	2,175,534	1,802,120	237,190	—	161.4	458,662	193,520	153,343	771,902	272,790	6pf	100	38
Sept. 30, 1874	36.4	—	5.6	—	6	14	7	159	Connecticut Valley.....Connecticut.	2,959,914	*	—	405,252	1,059,800	2,250,000	55,466	89,935	46.4	144,553	276,196	42,337	285,376	131,189	—	100	....
Sept 30, 1874	66.7	—	8.0	—	9	10	5	199	Connecticut Western.....Connecticut.	4,727,032	*	18,018	56,957	1,890,275	2,686,000	24,000	201,282	68.3	.....	.....	.....	350,786	138,551	—	100	..
Dec. 31, 1874	6.8	—	12.7	—	—	—	—	—	Connecting (Phil'a. & Tr.) .....Penn.	2,415,114	—	210,000	.....	1,278,300	991,000	145,814	—	—	.....	.....	.....	156,274	156,274	6	50	....
Dec. 31, 1874	34.0	17.0	29.1	—	35	7	2	697	Consolidation Coal.....Ind.	3,911,910	*	10,379,201	.....	10,250,000	3,183,100	128,000	839,282	...	.....	.....	2,214,838	2,756,948	780,554	4	100	....
Nov 30, 1874	53.0	12.0	8.6	—	12	4	3	695	Corning, Cowanesque & Antrim.NY&P.	1,600,000	—	141,224	—	1,600,000	—	—	141,224	65.0	270,092	97,293	827,800	412,582	124,875	7	50	....
Sept. 30, 1874	75.0	7.0	18.5	—	22	19	6	272	Cumberland Valley.....Penn.	1,813,328	*	972,816	354,090	1,777,850	352,300	103,003	906,577	125.0	389,152	392,354	.....	603,310	329,049	10	50	...
Sept. 30, 1874	23.8	10.0	4.4	—	7	8	3	74	Danbury and Norwalk .....Connecticut.	971,095	162,228	17,916	17,417	600,000	500,000	—	68,656	33.8	116,547	174,600	49,900	171,971	68,265	—	50	....
Nov. 31, 1874	45.0	—	6.5	—	2	2	1	17	Danv., Hazleton & Wilkesbarre....Penn.	1,072,600	30,250	350,000	.....	684,235	1,700,000	118,000	—	—	.....	.....	.....	.....	119,000	—	50	....
Dec. 31, 1874	124.5	32.2	13.2	—	12	8	3	213	Davenport and St. Paul....Iowa & Minn.	6,280,000	*	—	—	3,140,000	3,140,000	—	—	156.7	.....	.....	.....	183,335	21,366	—	100	....
Mar. 31, 1875	142.0	—	21.0	—	25	14	4	721	Dayton and Michigan .....Ohio.	5,792,499	765,256	366,983	147,366	3,678,831	2,757,800	635,473	—	142.0	672,113	320,785	399,920	1,056,909	326,637	3½	100	....
Jun. 30, 1874	46.7	—	1.8	—	5	3	2	75	Dayton and Union .....Ohio.	613,445	*	—	81,636	86,000	527,445	11,265	80,371	61.7	94,609	65,009	86,088	125,726	41,012	—	50	....
Oct. 31, 1874	88.0	16.3	6.0	—	—	—	—	—	Delaware ¶ (P.W.& B.).....Delaware.	2,207,452	—	—	54,345	1,330,950	870,000	60,847	—	99.3	264,155	.....	.....	435,969	130,790	6	100	....
Dec. 31, 1874	62.0	21.0	71.4	40.0	52	4	2	4,566	Delaware and Hudson.....Penn.	7,901,377	*	26,095,780	1,812,099	19,539,486	13,930,385	143,414	2,195,971	83.0	.....	.....	.....	.....	.....	10	100	....
Dec. 31, 1874	115.0	80.0	145.0	—	152	31	15	13686	Delaware, Lack. and Western.....Penn.	27,588,722	*	8,717,380	4,710,423	23,500,000	8,151,200	5,198,372	4,166,959	195.0	2,957,030	637,575	3,653,763	5,347,726	3,050,781	10	50	103½
Dec. 31, 1874	106.0	—	5.1	—	6	4	2	30	*Denver Pacific* (K. P.).....Colorado.	6,492,800	*	6,200	223,817	4,000,000	2,456,000	97,614	170,203	106.0	111,404	34,154	68,099	310,911	195,045	—	100	....
Dec. 31, 1874	120.0	43.0	7.5	720.0	13	10	8	303	Denver and Rio Grande (narrow).....Col.	6,910,000	*	—	—	4,500,000	2,410,000	—	—	168.0	353,354	35,611	55,436	379,142	183,516	—	100	....
Dec. 31, 1874	88.0	—	2.0	—	7	3	4	154	Des Moines and Fort Dodge.....Ia.	2,400,000	*	.....	.....	.....	1,200,000	.....	—	88.0	.....	.....	[9 mos.	108,831	(Loss.)	—	100	....
Dec. 31, 1873	161.0	—	16.9	—	...	...	...	...	Des Moines Valley.....Iowa.	6,224,600	*	.....	.....	3,924,600	2,300,000	.....	—	161.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31 1874	94.0	—	7.0	—	9	9	3	160	Detroit, Eel River and Illinois..Michigan.	3,724,000	*	.....	.....	1,100,000	2,624,000	.....	—	94.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1874	66.0	—	3.4	—	5	3	3	67	Detroit, Hillsdale and Indiana..Michigan.	1,164,000	*	.....	.....	—	1,152,000	.....	—	66.0	(Sold und	er foreclos	ure Dec.	28, 1874.)		—	....
Dec. 31, 1874	164.0	22.0	21.0	—	26	26	6	690	Detroit, Lansing & Lake Michigan.Mich.	5,587,603	943,193	.....	.....	1,678,100	6,054,000	463,875	—	186.0	.....	281,817	269,267	807,607	372,403	—	100	....
Dec. 31, 1874	189.0	—	28.3	—	34	27	9	481	Detroit and Milwaukee.....Michigan.	10,511,217	*	950,695	84,840	2,517,140	7,696,387	1,035,535	—	189.0	.....	262,521	343,737	1,151,207	206,754	—	100	....
Dec. 31, 1874	14.0	—	2.0	—	—	—	—	—	Dexter and Newport (Me. Cen.)...Maine.	300,000	—	—	—	122,000	175,000	3,000	—	—	.....	.....	.....	.....	18,000	6	100	....
Mar. 31, 1874	29.0	—	3.0	—	—	—	—	—	Dover and Winnipisseogee(B.&M.).N. H.	480,000	—	—	.....	480,000	—	.....	—	—	.....	.....	.....	.....	29,000	6	100	....
Dec. 31, 1874	142.9	—	16.1	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)..Iowa.	5,882,000	—	—	—	5,000,000	882,000	.....	—	—	.....	.....	.....	1,031,295	360,952	6	100	64½
Sept. 30, 1874	90.6	—	9.0	15.9	12	10	2	88	Dunkirk, Allegheny Val.& Pitts..NY&P.	4,782,844	*	.....	.....	1,300,000	3,200,000	216,645	—	90.6	353,814	134,721	269,794	358,457	70,414	—	100	....
Nov. 30, 1874	36.0	—	2.7	—	—	—	—	—	East Pennsylvania (P. & R.) .....Pa.	1,484,290	—	.....	.....	1,309,000	495,900	.....	—	—	.....	.....	.....	.....	128,557	6	50	80
Jun. 30, 1874	242.0	28.0	27.0	—	40	33	7	636	East Tenn., Va., & Georgia ¶.Tenn. & Ga.	9,180,132	*	386,179	401,954	1,968,274	4,204,900	129,399	3,665,392	270.0	740,182	.....	192,323	1,111,184	413,776	5	100	....
Nov 30, 1874	41.4	71.7	68.1	—	95	141	38	1,234	Eastern.....Massachusetts.	11,906,000	2,343,064	2,871,836	448,954	4,997,600	5,733,300	6,586,627	252,327	284.0	.....	.....	.....	3,059,934	1,078,922	—	100	11
Sept. 30, 1874	16.6	—	3.1	—	—	—	—	—	Eastern .....N. Hamp.	492,500	—	—	—	492,500	—	—	—	—	.....	.....	.....	.....	.....	—	100	26
Dec. 31, 1873	40.0	—	1.9	—	3	—	—	7	Eastern Shore ¶ .....Maryland.	875,000	*	.....	.....	295,000	580,000	.....	—	40.0	.....	.....	.....	86,037	29,068	—	100	....
May 31, 1873	185.0	—	13.6	45.7	12	6	3	358	Elizabeth and Paducah.....Kentucky.	5,869,986	309,458	1,175,674	147,927	3,796,400	3,000,000	705,745	—	165.0	269,992	52,635	83,429	228,739	—	—	100	....
Dec. 31, 1874	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000	—	—	—	500,000	—	—	—	—	.....	103,701	752,442	355,964	L.14,190	5	100	....
Dec. 31, 1874	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,264,000	352,000	—	—	1,000,000	1,620,000	—	—	78.0	—	124,733	469,021	623,004	95,303	5	50	52
Sept. 30, 1874	428.0	96.0	440.0	—	505	269	75	10775	Erie .....New Jersey, N. York & Pa.	103,152,897	12,923,004	.....	.....	86,536,910	45,576,814	2,552,203	—	959.0	13,123,671	4,223,130	6,364,276	18,598,892	5,035,161	—	100	14
Dec. 31, 1874	81.5	2.0	12.9	—	29	9	—	1,348	Erie and Pittsburg (Penn.).....Pa.	3,175,436	1,895,033	.....	.....	2,000,000	3,457,000	.....	—	100.0	.....	.....	.....	872,613	382,387	7	50	....
Sept. 30, 1874	205.5	54.7	12.0	—	26	19	12	474	European & North Am. ¶..Me. & N. Pro.	10,950,855	*	.....	.....	4,606,866	6,120,800	898,716	—	278.2	406,058	274,956	302,490	706,756	392,586	—	100	....
Aug. 31, 1874	109.0	23.0	20.2	—	19	10	5	410	Evansville and Crawfordsville...Indiana.	2,499,934	556,592	65,455	85,332	1,144,415	1,071,000	52,285	939,615	132.0	367,298	132,864	229,000	539,377	196,502	—	100	....
Jun. 30, 1874	53.3	—	6.1	—	7	4	2	268	Evansville, Terre Haute & Chi..Ind.& Ill.	1,315,639	267,394	3,076	42,356	414,727	1,018,000	203,733	—	55.3	.....	.....	.....	219,318	94,509	—	100	....
Sept. 30, 1874	50.0	43.4	91.3	—	54	69	20	1,177	Fitchburg .....Massachusetts.	4,228,541	.....	686,463	245,768	4,000,000	500,000	123,838	537,034	159.9	922,879	.....	.....	1,628 613	325,655	8	100	124½
Dec. 31, 1874	253.2	26.8	49.0	—	42	36	10	747	*Flint and Pere Marquette*.....Mich.	7,509,859	1,373,031	3,568,155	174,778	3,298,200	6,468,980	2,558,643	—	280.1	.....	465,518	347,646	1,063,986	394,990	—	100	....
Dec. 31, 1874	103.0	—	5.8	—	10	6	3	280	Ft. Wayne, Jackson & Sag..Mich.&Ind.	2,695,640	357,580	—	160,448	1,200,000	2,000,000	13,768	—	100.0	.....	.....	.....	282,382	202,076	—	100	....
Dec. 31, 1874	109.0	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin. (Pa.)....Ind.	3,705,677	*	—	—	1,000,000	2,705,677	—	—	109.0	88,824	83,442	116,594	257,108	39,978	—	50	....
Sept. 30, 1874	26.1	—	3.3	—	—	—	—	—	Framingham & Lowell (B.C.& F.).Mass.	1,326,921	—	—	78,230	511,796	702,000	191,355	—	—	.....	.....	.....	32,448	29,246	—	100	....
Dec 31, 1874	51.1	—	3.0	90.9	—	—	—	—	Fremont, Elkhorn and Mo. Val.....Neb.	1,380,000	—	.....	.....	690,000	690,000	.....	—	—	(Oper. t	emporaril	y by Sioux	City & P	acific.)	—	100	....
Feb. 28, 1874	114.0	—	9.7	88.0	10	7	4	162	Galv., Harrisb. & St. Antonio ¶.....Tex.	4,397,200	*	.....	.....	2,879,600	1,709,000	.....	—	85.0	.....	.....	.....	303.978	100,972	—	100	....
Dec. 31. 1874	50.0	—	11.0	—	13	9	6	279	Galv., Houston & Henderson ¶.....Tex.	3,068,898	*	88,139	141,327	1,000,000	1,493,000	261,003	544,351	80.0	212,590	71,325	169,307	656,346	355,375	—	100	....
Jan 31, 1875	171.0	61.0	31.0	—	53	28	12	822	Georgia.....Ga.	4,156,000	*	1,566,696	94,181	4,200,000	554,500	179,650	498.428	231.0	1,140,269	.....	.....	1,281,907	350,089	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Jan. 30 1874	111.0	—	5.5	—	8	5	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	.....	.....	2,000,000	2,000,000	584,266	—	111.0	.....	.....	.....	264,667	88,664	—	100	....
Sept. 30, 1874	11.8	—	0.3	3.1	—	—	—	—	Goshen and Deckertown(Erie).New York.	291,701	—	.....	.....	105,800	246,500	4,579	—	—	.....	.....	.....	21,500	21,500	—	100	....
Jun. 30, 1874	331.0	—	25.0	—	58	15	10	1,127	*Grand Rapids and Indiana*...Mich. & Ind.	10,984,050	*	95,089	183,930	2,800,000	8,000 000	471,099	—	448.5	1,066,389	456,140	363,478	1,129,402	393,850	—	100	....
Dec. 31, 1874	35.4	—	3.0	44.6	5	3	2	225	Grand Rapids, Newago & L. Shore.Mich.	1,097,407	216,750	63,773	2,709	533,001	576,000	233,735	47,901	35.4	73,531	73,501	.....	135,189	71,350	—	100	....
May 31, 1874	94.0	—	7.1	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	2,000,000	—	.....	.....	500,000	1,500,000	.....	—	—	.....	.....	.....	.....	144,600	5	100	....
Jun. 30, 1874	24.1	—	6.8	—	6	2	1	340	Grand Tower and Carbondale.....Ill.	604,600	117,460	.....	.....	.....	.....	721,960	—	24.1	.....	.....	156,789	106,495	—	—	100	....
Jun. 30, 1874	876.0	561.0	350.0	—	377	269	84	5,631	Grand Trunk ¶ .....Canada.	145,917,635	*	473,965	2,272,856	54,942,948	93,720,908	.....	—	1,377.0	7,605,717	1,976,629	1,744,762	10,180,725	1,965,185	—	100	....
July 31, 1874	229.0	287.3	167.0	—	217	159	43	4,629	Great Western ¶.....Canada.	39,942,407	*	2,172,035	.....	23,741,676	18,373,336	.....	—	662.8	4,488,969	1,095,239	1,581,275	5,895,872	4,046,124	1½	100	....
Mar. 31, 1875	68.8	—	4.7	102.0	5	3	2	65	Gulf, Western Texas and Pacific¶..Texas.	1,492,000	*	429,822	317	500,000	1,386,000	36,139	—	68.8	.....	.....	.....	164,454	41,742	—	100	....
Jun. 30, 1874	43.4	6.2	2.7	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	—	.....	.....	457,000	900,000	.....	—	52.0	141,858	41,917	97,707	128,297	—	—	100	....
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶.....Missouri.	23,397,728	*	821,792	.....	14,250,828	9,146,900	.....	—	274.5	1,648,638	320,838	415,563	2,484,671	670,530	—	100	13
Dec. 31, 1874	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).....Pa.	1,882,550	—	.....	.....	1,182,550	700,000	.....	—	—	.....	.....	.....	.....	.....	7	50	104
Sept 30, 1874	122.4	0.8	22.9	—	31	36	16	337	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,237,182	666,873	.....	.....	2,037,940	2,055,500	100,000	212,017	132.9	598,868	1,254,566	236,918	974,551	157,585	—	100	....
Sept. 30, 1874	74.0	—	7.4	—	19	15	11	409	Housatonic .....Connecticut.	2,484,950	*	376,706	167,340	2,000,000	541,000	352,863	135,133	127.8	.....	.....	.....	694,580	221,298	—	100	....
Dec. 31, 1874	45.0	18.8	16.5	—	20	7	4	77	Huntingdon and Broad Top Mt.....Penn.	4,269,216	*	.....	.....	1,998,250	2,270,936	.....	—	58.8	195,272	73,893	385,239	284,721	99,070	—	50	11
Dec. 31, 1874	705.5	—	—	—	196	119	51	4,660	*Illinois Central* .....Illinois.	36,165,291	*	5,959,893	2,386,642	29,000,000	9,842,000	.....	5,669,827	1,108.9	5,168,893	1,063,158	2,069,935	7,900,721	2,775,363	8	100	96¾
Jun. 30, 1874	85.4	—	5.1	67.1	6	4	2	258	Indiana and Illinois Central....Ind. & Ill.	3,814,611	314,504	452,682	.....	2,500,000	2,850,000	284,409	—	85.4	105,145	41,890	40,822	83,670	10,716	—	100	....
Jun. 30, 1874	211.5	131.5	47.1	—	73	25	15	1,884	Ind., Bloomington & Western..Ind. & Ill.	13,982,504	1,740,945	19,699	95,017	5,867,500	9,623,000	347,656	—	343.0	2,535,313	294,394	561,333	1,689,527	532,898	—	100	....
Jan. 30, 1874	179.0	—	29.4	—	57	43	12	1,178	Indianapolis, Cinc. & Lafayette..Indiana.	12,312,101	2,450,950	198,099	291,119	5,668,897	10,366,000	1,217,572	—	179.0	1,432,467	565,467	624,679	1,859,475	661,464	—	50	7
Dec. 31, 1874	72.0	—	7.9	—	55	32	17	1,816	Indianapolis and St Louis.....Illinois.	4,799,756	*	327,489	553,337	600,000	3,500,000	980,582	—	265.0	1,554,809	332,829	652,937	1,866,496	181,370	—	50	....
Dec. 31, 1874	117.0	—	18.5	—	6	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,649,449	*	.....	.....	1,402,000	3,150,000	127,636	—	117.0	.....	.....	.....	274,595	83,207	—	100	....
Dec. 31, 1874	236.0	223.3	20.0	500.0	40	25	8	673	International & Great Northern ¶....Tex.	17,303,652	*	957,202	308,528	5,500,000	11,435,000	1,755,810	—	459.3	769,602	95,820	163,738	1,572,388	747,469	—	100	....
Dec. 31, 1874	183.7	—	9.8	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	—	.....	.....	4,625,000	2 960,000	.....	—	183.7	.....	.....	.....	415,014	145,259	—	100	82
Jun. 30, 1874	68.8	—	4.7	....	—	—	—	—	Iowa Midland (C. & N. W.).....Iowa.	1,479,039	—	.....	.....	44,947	1,350,000	84,092	—	68.8	.....	.....	.....	98,024	22,321	—	100	....
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,275,472	*	.....	.....	494,162	600,000	188,114	—	35.6	127,238	24,401	158,125	152,308	70,501	—	100	....
Dec. 31, 1874	236.0	—	23.1	—	15	10	16	198	*Jackson, Lansing and Saginaw*..Michigan.	6,248,000	*	.....	.....	2,000,000	4,253,000	761,041	—	236.0	606,047	288,762	284,686	718,409	286,033	—	100	....
Jun. 30, 1874	30.7	—	1.0	—	2	2	1	27	Jacksonville (N. W. & S. E.).....Ill.	923,200	*	.....	.....	313,200	610,000	.....	—	30.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1874	155.0	24.0	8.8	110.0	14	8	3	99	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	.....	.....	—	3,472,000	.....	—	179.0	(Sold u	nder judg	ment May	7, 1875.)					
Dec. 31, 1874	51.1	1.5	18.0	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,504,888	—	.....	.....	605,027	962,000	1,065,851	—	52.5	.....	89,870	402,506	228,892	91,557	—	50	....
Sept. 30, 1874	36.5	9.0	9.3	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	5,492,501	—	.....	.....	2,095,700	2,300,000	1,000,000	—	—	.....	.....	.....	.....	225,000	—	50	....
Dec. 31, 1874	110.0	116.0	41.2	—	45	44	...	759	Jeffersonville, Madison and Ind..Indiana.	6,318,943	*	691,857	91,615	2,900,000	4,853,000	328,001	21,415	161.0	.....	.....	.....	1,348,583	519,071	7	100	....
Dec. 31, 1874	37.7	—	4.9	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	336,000	.....	—	—	.....	.....	.....	.....	163,127	7	100	98
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	.....	.....	.....	.....	88,000	8	100	....
Dec. 31, 1874	58.0	—	4.7	—	—	—	—	—	K'm'zoo, All'g'n & G.Rap.(L.S.&M.S).Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	—	—	.....	.....	.....	.....	103,800	6	100	....
Dec. 31, 1874	56.0	—	2.5	493.8	4	2	2	81	Kansas Central (3 ft.).....Kas.	860,422	85,165	.....	.....	945,587	.....	.....	—	56 0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1874	199.3	75.2	17.8	—	21	17	16	301	Kansas City, St. Joseph & Co. Bl Mo.& Ia.	8,914,583	1,128,900	91,049	778,190	2,789,413	6,900,000	1,222,309	—	274.5	.....	.....	.....	1,436,073	494,909	—	100	....
Dec. 31, 1874	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L.L. & G.).Kan.	1,440,000	—	.....	.....	720,000	720,000	.....	—	—	.....	.....	.....	.....	57,600	—	100	....
Dec. 31, 1874	639.0	34.0	48.0	—	88	55	18	1,142	Kansas Pacific.....Kansas & Col.	34,359,541	*	3,642,589	1,024,398	9,689,950	21,057,600	3,760,805	4,518,173	673.0	1,212,214	138,935	247,203	3,356,750	1,685,704	—	50	9¾
Dec. 31, 1874	99.0	—	11.0	—	17	15	6	312	Kentucky Central.....Ky.	(Cl	ose Cor	poration.	)	—	1,081,000	.....	—	99.0	.....	.....	.....	.....	.....	—	—	—
Mar. 31, 1875	161.5	—	17.7	—	18	11	4	424	Keokuk and Des Moines .....Iowa.	6,240,038	*	36,178	411,259	3,924,600	2,558,720	135,912	68,242	161.5	420,402	146,689	222,346	757,382	282,868	—	100	....
Dec. 31, 1874	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln ..... Maine.	2,707,573	*	.....	.....	363,335	2,395,000	.....	—	49.0	113,390	108,914	32,960	161,569	82,843	—	100	....
Jun. 30, 1874	29.0	—	3.6	—	—	—	—	—	La Crosse, Tremp. & Pres. (C.&NW)Wis.	1,376,774	—	.....	.....	1,000	1,000,000	375,774	—	29.0	.....	.....	.....	222,521	133,136	—	100	....
Jun. 30, 1874	81.0	—	3.9	—	—	—	—	—	Laf., Bloom'ton & Miss. (T.W.&W.)..Ill.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....	—	81.0	584,929	51,719	105,707	168,664	54,230	—	100	....
Dec. 31, 1874	36.0	—	1.8	89.0	—	—	—	—	Laf., Muncie & Bloom'ton(T.W.&W.).Ill.	783,073	—	.....	.....	117,073	666,000	.....	—	36.0	.....	21,832	81,799	78,492	22,129	—	100	....
Jun. 30, 1874	87.7	—	3.8	92.3	6	4	3	82	Lake Erie and Louisville. .....Ohio.	2,508,483	*	83,900	20,140	1,115,650	890,000	606,873	—	87.7	138,744	82,940	53,220	126,026	8,146	—	100	....
Sept 30, 1874	51.3	—	5.5	100.7	6	8	2	201	Lake Ontario Shore Line.....New York.	4,030,917	*	.....	.....	1,873,503	2,156,800	.....	—	51.3	69.194	74,281	76,460	98,147	(Loss.)	—	100	....
Dec. 31, 1874	540.4	635.0	660.0	—	497	174	83	10185	Lake Shore & Mich. S.N.Y.P.,O. Ind.& Ill.	68,125,992	14,283,471	7,482,546	2,789,856	50,000,000	38,035,000	2,467,562	2,179,303	1,175.0	9,011,084	3,096,263	5,221,267	17,146,131	5,578,889	3½	100	52½
Jun. 30, 1874	93.1	8.0	22.6	—	15	6	2	328	Lake Shore and Tuscarawas Valley.Ohio.	4,585,170	*	64,303	587,978	2,024,295	2,876,000	283,956	153,300	101.1	.....	152,604	283,109	340,089	136,037	—	100	....
Jun. 30, 1874	156.0	—	14.0	—	11	10	5	374	Lake Superior and Mississippi.....Minn.	7,331,575	514,783	88,436	.....	5,125,000	7,700,000	168,043	—	169.0	512,573	59,877	176,385	726,399	203,711	—	100	....
Dec. 31, 1874	18.0	4.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.) .....Pa.	789,779	—	9,975	48,641	450,000	355,000	908	42,486	22.0	.....	.....	.....	174,644	65,534	10	50	....
Dec. 31, 1874	21.3	—	21	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.).Ks.	1,200,000	—	.....	.....	600,000	600,000	.....	—	—	.....	.....	.....	.....	42,000	—	100	....
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	4,560,061	125,119	5,000,000	5,880,000	514,522	273,173	208.6	.....	.....	.....	479,756	16,268	—	100	....
Dec. 31, 1874	15.0	—	2.1	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	—	.....	.....	375,100	300,000	.....	—	15.0	.....	.....	.....	.....	18,000	—	50	....
Dec. 31, 1874	105.0	32.3	109.0	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.).Pa.	13,046,208	—	16,755,638	732,938	9,949,900	14,906,670	2,375,644	3,302,569	137.3	1,987,322	.....	.....	3,385,301	1,128,434	8	50	....
Sept. 30, 1874	101.0	130.8	235.6	—	199	49	29	18969	Lehigh Valley.....Pa.	22,550,000	*	18,864,447	—	24,505,447	16,859,000	.....	—	231.8	.....	1,169,201	6,110,769	6,759,391	3,471,418	10	50	110¼
Dec. 31, 1874	120.0	76.7	36.3	—	46	30	24	691	Little Miami & Col. & Xenia (Pa.Co.) O.	6.888,070	*	.....	.....	4,608,250	2,242,000	.....	—	196.7	.....	.....	.....	1,448,056	375,870	8	50	....
Dec. 31, 1874	120.0	—	4.1	40.0	7	4	1	60	*Little Rock and Fort Smith* ¶.....Ark.	9,350,000	*	.....	.....	4,675,000	4,675,000	.....	—	120.0	.....	.....	.....	100,000	10,000	—	100	....
Apr. 30, 1874	70.0	—	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.)Pa.	1,400,000	*	.....	.....	700,000	700,000	.....	—	....	(Operat	ions not r	eported.)			—	100	....
Nov. 30, 1874	28.3	3.0	27.2	—	—	—	—	—	Little Schuylkill (P. & R.). . .....Pa.	1,416,188	—	1,989,412	—	2,646,100	759,500	.....	—	—	.....	.....	.....	.....	271,636	7	50	99¾
Dec. 31, 1874	93.0	2.0	5.6	—	9	4	—	305	Logansport, Crawfordsville & S. W..Ind.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	—	95.0	.....	.....	.....	249,973	L.79,801	—	100	....
Dec. 31, 1874	9.0	—	0.4	—	—	—	—	—	Long Branch and Sea Shore (N.J.S.).N. J.	398,863	—	.....	.....	171,800	200,000	.....	—	—	.....	.....	.....	.....	12,000	—	100	....
Sept. 30, 1874	94.0	64.0	16.9	—	25	56	8	265	Long Island ¶ .....N. Y.	5,291,902	*	.....	.....	3,300,000	1,500,000	200,000	—	158.0	.....	.....	.....	838,582	377,790	—	100	....
Dec. 31, 1874	101.1	—	9.9	100.0	—	—	—	—	Louisiana & Missouri River(C.&A.)..Mo.	5,902,440	—	.....	.....	.....	2,506,000	.....	—	101.1	(Sol	d Apr. 22.	1875.)			—	100	....
Jun. 30, 1874	109 0	84.5	26.5	—	38	27	14	450	Louisville, Cincinnati and Lexington..Ky.	8,628,411	*	.....	.....	3,842,127	4,226,019	1,722,721	—	231.1	1,057,797	467,652	258,777	1,212,027	235,452	—	100	....
Dec. 1, 1873	288.0	—	17.0	—	36	15	10	479	Louisv., New Albany and Chicago...Ind.	(nomina	l.)	.....	.....	3,000,000	.....	.....	—	288.0	(No ret	urns furni	shed.)		.....	—	100	....
Jun. 30, 1874	27.8	—	1.0	153.2	2	1	—	15	Louisv., N. Alb. & St. L. A. L..Ind.& Ill.	2,585,980	*	.....	.....	1,811,810	495,000	539,780	—	27.8	23,788	8,017	5,498	13,841	.....	—	100	....
Jun. 30, 1874	183.0	420.8	63.9	—	184	59	46	3,102	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	23,691,299	*	4,485,675	1,056,787	8,984,601	14,767,000	3,001,128	2,481,033	919.9	.....	.....	.....	5,510,695	1,565,382	—	100	40
Sept. 30, 1874	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (B. & L.).....Mass.	363,158	—	.....	.....	200,000	54,700	—	114,617	—	.....	.....	.....	21,786	18,966	6	100	....
Mar. 31, 1874	79.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).....Ga.	2,741,541	—	.....	.....	1,971,541	770,000	.....	—	79.0	.....	.....	.....	121,374	20,969	—	100	....
Dec. 31, 1874	187.0	10.0	5.5	—	12	10	4	170	Macon and Brunswick ¶.....Ga.	6,000,000	*	.....	.....	3,500,000	2,250,000	.....	—	197.0	.....	.....	.....	437,298	148,333	—	100	....
Jun 30, 1874	38.0	3.6	3.6	—	—	—	—	—	Mahoning Coal (L. S. & M. S.).....Ohio.	2,709,143	—	.....	93,731	1,250,000	1,440,000	12,874	—	—	.....	.....	.....	.....	33,77	—	100	....

Dec. 31, 1874	129.0	18.1	27.9	—	62	68	41	1,493	Maine Central ¶	Maine.	9,962,819	1,650,579	190,398	1,031,054	3,602,000	6,551,157	2,078,232	603,460	357.0	1,251,656	752,724	422,400	2,094,080	812,399	—	100	40
Mar. 31 1874	22.4	—	3.1	—	...	...	...	...	Manchester and Lawrence	N.H.& Mass.	825,000	175,000	72,124	52,902	1,000,000		35,920	89,106	26.0	77,940	160,909	72,314	190,637	100,722	10	190	128
Sept. 30, 1874	26 3	—	4.7	—					Mansfield & Framingham	(B.C.&F.).Mass.	844,891		6,083	...	301,580	440,000	100,920	...					49,638	47,885	—	100	27½
Dec. 31, 1874	70.7	—	2.1	152.3					Mans'fd, C'd Water & L.	M.(Pa.)O.& Mich.	3,081,092			160,135	1,481,092	1,600,000	160,135		44.0	...	...	...	95,060	12,201	—	50	....
Dec. 31, 1874	196.8	80.0	64.4	—	80	27	18	1,553	Marietta and Cincinnati	Ohio.	23,580,620	*	2,652,379	5,158,505	14,000,000	11,307,887	6,083,618		282.4	2,643,800	607,505	801,596	2,094,511	523,151	—	100	....
Jun. 30, 1874	97.0	5.5	6.5	—	6	6	2	114	Marietta, Pittsburg and Cleveland	Ohio.	3,413,749	*		151,035	1,473,393	1,530,000	498,264	63,121	102.5	...	74,932	57,349	115,413	...	—	160	....
Dec. 31, 1874	62.8	26.0	20.0	—	30	5	2	1,735	*Marquette Hough. & Ontonagon*	Mich.	7,160,402	1,091,094	110,290	311,844	2,306,600	5,456,000	669,869	141,131	88.8	858,986	119,548	641,012	832,974	399,032	—	100	....
Dec. 31, 1874	54.0	—	2.0	—	3	3	1	16	Maryland and Del.	(N.J.S.)..Md. and Del.	1,500,000	*	...	...	500,000	1,000,000	...		54.0	96,500	...	...	...	...	—	100	....
Jun. 30, 1874	271.0	19.0	25.0	—	48	34	10	744	Mem. & Char.	(S.R.S.Co.)...T., M. & Ala.	8,770,952	*	245,456	935,375	5,312,725	4,107,142	551,816	...	290.0	...	...	...	1,300,473	370,108	—	100	....
Jun. 30, 1874	131.0	—	2.5	—	14	8	3	138	Memphis and Little Rock ¶	Arkansas.	(Ne	w comp	any not y	et repor	ting.)				131.0	...	...	...	527,301	239,109	—	100	....
Dec. 31, 1874	22.5	—	2.3	—					Mercer & Somerset	(U.Co's of N. J.).N.J.	760,247				272,710		500,000		22.5				19,690	6,298	7	100	....
May 31, 1874	103.0	—	11.3	—					Michigan Air Line (M. C.)	Mich. & Ind.	2,698,847				...	1,900,000	554,531							162,000	—	100	....
May 31, 1875	285.0	103.0	191.6	—	211	119	39	4,932	Michigan Central	Mich., Ind. & Ill.	27,663,325	*	6,154,045	621,401	18,738,204	13,235,000	825,802	1,639,765	788.0	5,015,615	831,489	1,641,280	7,102,286	2,034,189	—	100	44½
Dec. 31, 1874	57.5	11.0	3.5	—	3	3	1	102	Michigan Lake Shore (Pa.)	Michigan.	1,340,125	·	...	...	880,000	880,000	...		68.5	672,901	123,901	72,108	109,322	...	—	100	...
Dec. 31, 1874	86.0	33.0	13.0	39.0	22	8	19	401	Midland	Canada.	3,165,798	378,246	...	...	1,566,451	1,630,000	411,912		119.0	376,962	109,301	163,927	329,401	138,302	—	100	....
Dec. 31, 1874	84.0	—	5.0	100.0	5	3	2	100	Midland Pacific	Nebraska.	2,600,000	*	...	...	1,500,000	1,100,000	...		84.0	...	...	...	...	...	—	100	....
Nov. 30, 1874	39.0	—	1.9	—					Milledgville & Eatonton	(C. of Ca.)...Ga.	600,000				200,000									14,000	7	100	....
Dec. 31, 1874	113.0	16.0	4.0	—					Milwaukee and Northern	(W. C.)....Wis.	4,300,329		...	...	2,014,700	2,134,000	152,129								—	100	....
Mar. 31, 1873	90.0	45.0	2.1	—	7	—	—	125	Milwaukee L. Shore and Western	Wis.	4,200,000	*	...	...	1,500,000	2,700,000	...		119.7	...	...	...	...	...	—	100	....
Dec. 31, 1874	52.8	—	86.1	—					Mine Hill and Schuy'l Haven	(P.&R.).Pa.	3,969,100		...	...	3,969,100		...							317,528	8	50	105
Dec. 31, 1874	12.5	—	1.5	87.5	2	4	1	23	Mineral Range	Michigan.	248,540	47,703	47,093	39,662	101,525	167,500	82,101	31,873	12.5	38,719	70,824	60,060	99,121	43,763	—	100	....
Dec. 31, 1874	27.5	1.3	2.7	—					Missisquoi (C. V.)	Vt.	743,500				243,500	500,000									—	100	....
Dec. 31, 1873	349.1	—	40.7	—	63	28	13	867	Mississippi Cen. ¶	(S.R.As.)M.K.& Tenn.	17,266,837	*	...	...	5,425,535	8,000,000	3,831,302		237.0	...	...	...	1,442,525	619,194	—	100	....
Sept. 30, 1874	100.0	—	6.8	—	13	12	4	154	Mississippi and Tennessee ¶	Miss. & Tenn.	2,932,433	*	...	149,246	825,407	2,265,744	149,665		100.0	283,440	...	...	500,732	224,636	—	100	....
Dec. 31, 1873	42.0	—	4.8	225.0	4	5	4	152	Mississippi Valley and Western	Mo.	1,600,000	*	...	...	800,000	800,000			...	...	...	...	...	...	—	100	....
Dec. 31 1874	85.0	—	4.0	215.0	5	2	2	80	Missouri, Iowa and Nebraska	Mo. & Ia.	2,000,000	*	...	...	1,500,000	2,000,000	...		85.0	...	...	...	17,907	...	—	100	....
Mar. 31, 1874	575.5	210.5	47.5	—	66	35	28	1,170	Missouri, Kansas and Texas	M.K.& Tex.	40,761,594	2,016,176	1,237,205	412,877	21,405,000	17,874,000	5,148,852		786.0	1,872,185	168,608	329,712	3,522,074	1,642,714	—	100	9
Dec. 31, 1874	160.0	—	10.2	—	21	14	7	849	Missouri River, Ft. Scott & Gulf	Kansas.	13,962,108	*	...	...	5,993,000	6,947,000	301,713		160.0	...	...	...	693,400	283,021	—	100	....
May 31, 1874	84.0	—	6.5	144.0	4	5	2	67	*Mobile and Girard* ¶	Alabama.	1,715,521	294,871	105,601	17,675	1,279,933	711,000	143,635		84.0	...	29,410	...	135,968	4,241	—	100	....
Dec. 31, 1874	179.0	—	6.2	—	30	13	6	227	Mobile and Montgomery ¶	Alabama.	5,777,909	337,009	168,600	111,682	2,022,518	3,261,000	44,617	67,064	179.0	...	...	...	653,017	159,906	—	100	....
Dec. 31, 1874	472.0	56.6	47.5	—	93	31	17	947	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	18,126,865	*	3,336,959	363,686	5,320,000	12,132,628	1,166,492	2,472,374	528.6	1,292,727	250,000	343,483	2,391,019	707,865	—	100	....
Oct. 31, 1874	80.0	—	3.3	—	2	5	2	59	Montg'y and Eufaula ¶	(L.N.&Gt.S.)..Ala.	3,142,999	*	455,953	55,428	1,149,350	1,810,000	695,031		80.0	...	...	...	145,151	11,033	—	100	....
Sept. 30, 1874	23.7	—	4.3	—					Monticello and Port Jervis	(Erie)...N. Y.	1,080,853		...	...	420,207	650,000	55 985		23.7	20,512	23,687	23,160	35,394	6,438	—	100	....
Dec. 31, 1874	84.0	34.0	121.0	—	36	24	11	1,013	Morris and Essex	(D. L.&W.)..N. Jersey.	18,152,259	12,218,797	...	...	15,000,000	14,873,000	498,056		137.6	...	...	...	3,946,161	1,204,888	7	100	103
Sept. 30, 1874	20.2	—	1.9	—	5	5	4	90	Nashua, Acton & B.	(B. & L.)N.H.&Mass.	693,466	*			262,000	450,000	.....		20.2	58,343	52,767	36,841	26,918	df.12,178	—	...	..
Sept. 30, 1874	14.5	—	21.8	—	19	23	9	263	Nashua and Lowell	(B.& L.)N.H.& Mass.	893,248	194,720	258,061	49,103	800,000	200,000	193,478	201,657	43.2	391,835	946,432	259,954	590,146	75,543	9	100	95
Jun. 30, 1874	122.0	12.5	9.1	—	22	9	6	177	Nashv. & Decatur ¶	(L.N.&Gt.S.)T.& Ala.	4,490,648	*			1,511,807	2,460,000	528,841		134.5	...	...	...	667,946	144,399	—	100	....
Jun. 30, 1874	321.0	21.0	31.5	—	83	26	11	1,014	Nashv., Chattanooga & St. Louis	¶.T.& Ala.	13,387,296	*	270,113	224,845	6,575,296	6,812,000	404,627	90,332	342.0	1,570,267	219,216	546,388	1,876,632	532,876	3½	100	....
Sept. 30 1874	57.0	4.5	4.9	—	12	14	4	281	Naugatuck	Connecticut.	2,056,852	*	137,320	68,480	1,892,900	102,000	26,490	251,262	61.5	...	...	...	491,767	187,122	10	100	....
Dec. 31, 1874	4.8	—	5.5	—					Newark and Hudson (Erie)	N. J.	500,000				250,000	250,000								41,500	7	100	....
Dec. 31, 1874	11.3	—	12.0	—					Newark and New York (Erie)	N. J.	2,605,833				977,500	600,000	928,333							175,000	7	100	....
Sept. 30, 1874	43.7	1.2	4.1	—	9	1	—	17	Newark, Som'rst & Str'sv'le	(S.M.&N.).O.	1,841,302	*	31,504	...	937,400	800,000	135,406		44.0	...	...	...	172,279	52,332	—	100	....
Sept. 30, 1874	32.6	24.7	15.6	—					New Bedford	Mass.	1,780,678		470,101	92,810	1,678,500	521,500	97,420	37,169	57.3	232,643	439,548	279,274	430,362	148,860	7	100	108½
Sept. 30, 1874	8.3	—	0.5	—	2	1	—		New Canaan	Conn.	257,319	*		2,602	164,050	91,759	4,102		8.3	20,142	36,544	5,458	19,697	8,009	—	100	....
Dec. 31, 1874	14.9	—	3.2	—					Newcastle& Beaver Val.	(P.Ft.W.&C.).Pa.	824,528		...	...	605,000		...	219,528	14.9	...	...	...	352,319	221,052	10	50	....
Sept. 30, 1874	13.0	—	1.3	—	4	4	2	27	New Haven and Derby	Conn.	1,069,601	*	...	...	455,700	500,000	100,000		13.0	42,650	139,356	24,617	80,265	24,832	—	50	....
Sept. 30, 1874	50.0	—	2.5	—	4	5	3	56	N. Hav., Middlet'n & Willimantic	Conn.	6,077,150	*	...	...	1,938,000	4,000,000	...		50.0	115,128	103,258	58,370	133,392	38,663	—	100	....
Sept. 30, 1874	83.9	15.1	22.0	—	20	17	11	428	New Haven and Northamp.	Conn. & Mass.	3,819,183	794,959	144,762	3,601	2,460,000	1,900,000	402,505		109.3	399,400	372,928	277,874	649,645	176,749	3	100	....
Dec. 31 1874	74.0	—	6.9	—	8	16	3	179	New Jersey Midland	New Jersey.	6,083,677	439,842	...	...	1,423,745	4,803,000	516,796		74.0	...	...	...	560,889	105,766	—	100	...
Dec. 31, 1874	70.5	45.3	12.7	—	31	31	12	225	New Jersey Southern	New Jersey.	9,820,000	*			5,000,000	4,820,000			175.3	...	444,897	142,054	513,655	111,599	—	100	1½
Sept. 30, 1874	100.0	—	12.1	—	21	15	8	264	N. London Northern	(C.V.)Conn.& Mass.	1,773,223	187,443	75,000		1,500,000	500,000			...	...	...	...	171,262	166 320	8	100	104½
Dec. 31, 1874	548.0	21.6	79.0	—	120	59	28	1,797	N. O., St. Louis & Chic. La.	Miss., T.&Ky.	30,926,777	3,165,700	524,613	2,627,016	14,022,650	21,000,000	2,221,457		569.0	(6 mos.	...	224,035	1,794,672	883,117	—	100	....
Dec. 31, 1872	203.0	—	...*	532.0	...	...	...	....	N. O., Mobile and Texas ¶	...Ala.M.& La.	6,500,000	*	(No	account	can be ob	tained.)			...							100	....
Sept. 30, 1874	130.8	4.0	46.9	—					N. York and Harlem	(N.Y.C.&H.R.)N.Y.	16,038,067	*	...	...	9,000,000	7,038,069		...	134.8	...	...	...	2,501,314	...	8	100	138
Sept. 30, 1874	85.8	53.2	30.7	71.0	30	39	20	415	New York and New England	M.& Conn.	22,500,000	*	...	...	...	22,500,000	...		139.0	658,214	1,774,710	362,513	915,290	197,950	—	100	16½
Sept. 30, 1874	248.0	131.0	56.0	—	86	54	37	1,759	New York and Oswego Midland	N.Y.	26,043,392	*	...	...	6,800,522	16,073,500	6,274,630		438.3	1,314,540	591,579	455,372	1,164,519	1,280,285	—	100	....
Sept. 30, 1874	441.8	299.9	128.0	—	572	512	217	14736	New York Central & Hudson River	N.Y.	92,506,504	*	...	...	39,428,300	38,484,743	1,167	...	1,000.2	8,636 203	9,878,352	6,114,678	31,650,387	10,237,164	8	100	110
Sept. 30, 1874	74.0	—	5.3	76.0	7	10	3	131	New York, Kingston and Syracuse	N.Y.	3,245,921	*	...	...	2,662,922	1,480,000	...		74.0	114,354	109,103	66,069	211,077	24,544	—	100	....
Sept. 30, 1874	123.0	18.5	168.5	—	89	171	59	1,309	N. Y., N. H. & Hartford	N.Y. C.& Mass.	13,419,273	2,073,911	1,020,108	2,307,846	15,500,000	1,170,500	467,987	1,682,652	153.3	1,964,169	3,926,019	815,379	4,402,075	1,797,381	10	100	155
Aug. 31, 1874	62.5	1.3	57.0	—	24	25	8	238	N. Y., Providence & Boston	Conn.&R.I.	2,903,092	*	...	...	2,500,000	1,253,000	...		63.8	486,430	637,760	254,110	947,360	383,637	10	100	134½
Sept. 30, 1874	99.0	—	3.6	—					Niag. F. & Canandaigua	(N. Y. C.).N.Y.	3,210,616				1,000,000									60,000	6	100	....
May 31, 1874	223.0	—	11.7	—	24	18	10	285	North Carolina ¶	(R. & D.)N.C.	4,942,261	*	366,200	101,861	4,000,000	418,500	178,889	812,933					266,478	234,393	2½	100	....
Feb. 28, 1875	102.0	—	9.6	—	14	14	5	141	Northeastern ¶	S. C.	2,148,131	*	81,476	15,175	996,350	1,077,500	150,295	21,636	102.0	297,181	61,351	...	416,956	175,442	—	50	....
Dec. 31, 1873	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	...		...	...	...		...		72.0	...	...	...	...	...	—	100	....
Oct. 31, 1874	55.6	12.1	49.6	—	49	50	24	969	North Pennsylvania	Pa.	6,229,344	1,411,867	1,880,489	731,084	3,699,450	5,330,000	708,962	514,372	67.7	736,775	1,052,659	...	1,424,463	594,737	5	50	101½
Jun. 30, 1874	62.6	—	3.8	—					Northwestern Union	(C. & N. W.)...Wis.	3,500,000					3,500,000			62.6				165,049	108,383	—	100	....
Dec. 31, 1874	23.0	—	1.0	112.0	2	2	4	16	North and South Georgia ¶	Ga.	656,000	24,197	33,902	...	412,523	240,000	61,575		23 0				18,309	1,622	—	100	....
Dec. 31, 1874	138.0	4.0	129.5	—	152	69	42	6,255	Northern Central ¶	Md. & Pa.	12,438,386	3,740,387	4,057,929	690,998	5,842,000	13,500,000	1,502,995	82,705	357 0	2,959,394	1,347,001	5,216,591	4,676,500	1,077,171	3½	50	68
Mar. 31, 1875	69.2	13.4	19.1	—	29	16	7	532	Northern New Hampshire	N. H.	3,068,400	*	452,317	399,264	3,068,400	100	312,666	538,815	82.6	501,264	181,268	416,013	636,126	166,378	7	100	65
Dec. 31, 1874	21.3	—	4.9	—					Northern New Jersey (Erie)	N.Y. & N. J.	527,452		872,548		1,000,000	400,000			21.3				295,055	41,493	4	100	....
Jun. 30, 1874	229.5	24.0	11.5	....	77	21	25	1,583	*Northern Pacific*	Minn., Dak., Wash. &c.	18,919,070	2,434,346	...	...	202,326	30,779,904	777,735		253.5	287,757	24,643	39,111	365,343	24,713	—	100	....
Sept. 30, 1874	59.4	7.0	13.6	—	21	15	8	264	Norwich and Worcester ¶	Conn.& Mass.	2,463,983	149,711	813,958	—	2,604,400	734,000	...	798,817	66.4	393,553	373,296	299,810	850,494	351,280	10	100	126
Sept. 30, 1874	118.0	4.0	18.0	—	34	15	11	2,059	Ogdensburg & L. Champlain	(C.V.).N.Y.	5,796,921	*	...	...	5,077,000	968,000	...		122.0	583,271	142,872	341,694	853 344	252,042	7	100	29
Jun. 30, 1874	340.0	55.0	39.1	—	114	58	34	2,588	Ohio and Mississippi	O., Ind. & Ill.	35,527,563	*	...	518,715	24,030,000	10,863,000	603,905		395.0	3,020,602	469,180	931,465	3,478,074	931,193	—	100	16½
Dec. 31, 1874	95.0	28.0	33.0	—	32	19	5	301	Oil Creek and Allegheny Valley	Pa.	8,605,982	1,008,331	...	...	4,959,450	3,680,000	355,329	...	123.0	572,772	513,162	649,331	846,852	348,109	—	50	20
Sept. 30, 1874	217.1	47.9	72.0	—	62	137	25	1,224	Old Colony	Mass.	10,519,176	...	1,532,308	699,490	6,687,300	4,438,000	926,549	699,124	265.0	1,377,379	4,375,316	633,727	2,390,310	756,344	7	100	109½
Sept. 30, 1874	28.6	—	3.9	—					Oswego and Rome	N. Y.	950,953		...	...	268,000	612,100	...						50 p. c.		8	100	....
Sept. 30, 1874	35.0	—	57.9	—	11	12	4	258	Oswego and Syracuse	(D. L. & W.).N.Y.	1,512,670	*	...	...	1,150,400	174,000	...	188,670	...	...	...	...	397,744	89,110	9	100	....
Dec. 31, 1874	283.5	15.5	32.0	—					*Pacific*	(A. and P.).Mo.	20,987,000		...	...	6,808,000	13,184,000	...							1,201,170	5	100	14
Dec. 31, 1874	168.0	—	18.6	—	8	4	3	82	Paducah and Memphis	Ky. and Tenn.	5,221,293	*	407,521	209,481	2,927,150	1,541,000	1,902,618	167,624	168.0	...	...	...	201,480	80,455	—	100	....
Jun. 30, 1874	70.0	—	6.5	—	6	2	2	52	Painesville and Youngstown	O.	3,353,024	*	...	...	2,000,000	1,279,845	73,078		...	...	...	...	...	...	—	100	....
Dec. 31, 1874	47.6	—	11.8	—	20	26	4	486	Panama	New Grenada.	10,000,000	*	...	...	7,000,000	585,800	...		47.6	...	...	...	1,718,680	1,232,602	12	100	140
Jun. 30, 1874	34.5	—	0.9	—					Paris and Danville	Ill.	673,691		452,500	...	715,000	1,190,000	20,000		34.5	45,072	20,557	15,085	38,523		—	100	....
Jun. 30, 1874	71.0	2.8	3.6	—	6	5	3	126	Paris and Decatur	Ill.	2,800,000	*	...	...	1,600,000	1,200,000	300,000		98.0	102,799	...	...	150,802		—	100	....
Dec. 31, 1874	14.5	—	14.5	—					Paterson and Hudson (Erie)	N. J.	630,000				630,000									53,490	9	100	....
Dec. 31, 1874	10.8	—	2.4	—					Paterson and Newark (Erie)	N. J.	750,000				250,000	500,000			10.8					35 p. c.	—	100	....
Dec. 31, 1874	15.1	—	15.1	—					Paterson and Ramapo (Erie)	N. J.	350,000				248,000	100,000								26,500	8	100	....
Jun. 30, 1874	67.2	—	5.6	—					Pekin, Lincoln and Decatur	Ill.	2,576,000		...	...	1,500,000	1,076,000	...		71.0	114,698	93,800	52,725	145,344	49,957	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Dec. 31, 1874	358.0	519.0	554.9	—	882	394	154	16849	Pennsylvania .....Pennsylvania.	36,199,646	16,183,201	93,370,695	4,129,856	68,719,400	44,290,600	27,856,754	9,021,643	877.0	.....	6,088,103	9,118,419	22,642,371	9,396,024	10	50	105½
Dec. 31, 1874	47.0	15.9	57.0	—	22	8	—	2,560	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	1,607,100	.....	5,000,000	484,500	625,000	.....	62.9	39,800	4,691	1,482,095	23,734	—	45	50	270
Dec. 31, 1874	44.5	—	1.6	—	—	—	—	—	Pennsylvania and Delaware (Penn.)..Pa.	2,502,000	—	—	.....	900,000	1,602,000	21,094	—	—	(Opene	d July 1, 1	873.)	.....	.....	—	50	....
Nov. 30, 1874	104.3	21.4	59.3	—	39	2	—	1,413	Pennsylvania and N. York.N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	—	125.7	.....	.....	1,016,747	1,486,483	469,540	...	50	....
Nov. 30, 1874	73.8	—	3.5	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,471,922	—	—	—	47,090	824,800	600,232	—	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1874	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville ¶.....Fla.	455,327	64,300	150,000	.....	450,000	—	249,627	—	45.2	75,312	17,201	.....	83,911	33,201	—	100	....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	—	600,000	300,000	—	—	—	—	(Unde	r construc	tion.)		—	100	....
Jun. 30, 1874	46.8	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.).Ill.	1,566,000	—	—	—	1,500,000	—	—	—	—	—	—	—	125,000	125,000	8	100	....
Jun. 30, 1874	83.0	—	12.0	—	12	7	7	183	Peoria, Pekin and Jacksonville...Illinois.	5,289,700	*	—	.....	1,239,700	2,000,000	51,000	—	83.0	343,702	.....	130,490	293,345	64,665	—	50	....
Jun. 30, 1874	91.0	—	4.0	—	7	5	2	90	Peoria and Rock Island.....Ill.	3,793,496	*	—	.....	1,859,150	2,036,000	198,069	—	91.0	229,391	75,625	94,932	241,086	30,947	—	100	....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg ¶.....Virginia.	1,817,985	*	.....	.....	1,324,200	500,000	356,112	—	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1874	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent.Penn. & Md.	1,811,170	177,744	—	—	220,606	1,500,000	.....	—	57.0	161,405	288,191	138,294	296,614	4,838	—	50	....
Dec. 31, 1874	287.6	—	189.3	—	—	—	—	—	Philadelphia and Erie ¶ (Penn.).....Pa.	23,701,328	—	1,940,122	566,466	8,448,700	16,652,000	1,507,116	—	287.6	2,716,592	680,163	2,389,377	3,506,919	1,068,786	—	50	36
Nov. 30, 1874	17.1	3.1	13.7	—	24	45	—	205	Phila., Germ. and Norrist'n (P.& R.)..Pa.	1,146,538	368,261	500,793	.....	2,231,900	—	.....	—	32.3	.....	4,257,860	.....	278,759	269,791	12	50	200
Dec. 31, 1874	4.0	—	—	23.9	—	—	—	—	Phila., Newtown and New York.....Pa.	692,051	—	—	—	300,000	—	128,400	—	—	—	—	—	.....	.....	—	50	....
Nov. 30, 1874	98.4	228.6	438.7	—	405	220	59	18892	Philadelphia and Reading..Pennsylvania.	29,630,192	8,787,572	53,160,650	3,336,852	34,274,575	53,266,071	5,503,867	1,870,753	725.3	8,119,077	6,964,869	10,209,500	14,422,121	5,720,205	10	50	88½
Dec. 31, 1874	26.6	—	39.9	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	1,552,116	—	329,626	.....	1,259,190	—	293,016	—	37.4	861,529	1,757,720	1,765,336	1,914,346	775,976	10	100	135½
Oct. 31, 1874	94.9	14.0	127.1	—	72	95	65	1,371	Phila., Wilm. and Baltimore.Pa. D.& Md.	11,936,346	*	2,477,261	120,093	11,524,250	2,202,000	269,787	540,663	110.6	1,370,913	.....	.....	2,947,647	1,043,831	8	50	125½
Nov. 30, 1874	11.3	—	6.4	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	474,551	—	—	.....	92,875	332,300	161,363	—	—	—	—	—	40,195	—	—	50	....
Dec. 31, 1874	193.0	8.0	63.0	—	110	36	19	1,658	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	16,008,306	3,750,577	.....	.....	8,433,750	14,997,000	.....	—	201.0	3,091,282	672,119	1,473,811	3,573,316	996,782	—	50	....
Dec. 31, 1874	468.4	—	201.4	—	278	135	55	5,286	Pittsburg, Ft. W. and Chic..P., O., I. & I.	37,349,285	*	.....	.....	23,814,000	13,536,500	14,230	—	468.4	7,740,969	2,207,823	2,500,451	8,599,472	3,544,142	7	100	103
Dec. 31, 1874	30.0	—	12.7	150.0	5	6	3	95	Pitt'sbg, Virg. & Charleston..Pa.& W.Va.	1,208,320	65,060	587,058	.....	674,464	1,200,000	209.728	—	30.0	342,632	284,336	90,927	127,761	58,675	—	50	....
Dec. 31, 1874	149.6	1.9	37.7	—	26	15	7	203	Pittsburg, Washington & Balt...Pa.& Md.	11,961,912	466,725	110,891	.....	1,960,682	9,500,000	2,668,536	—	173.8	1,262,900	936,501	1,233,967	1,525,125	219,171	—	50	....
Sept. 30, 1874	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams(B.& A.)Mass.	443,685	—	6,315	—	450,000	—	—	—	—	—	—	—	27,000	27,000	6	100	....
Dec. 31, 1874	78.0	—	6.3	33.0	7	16	4	143	Portland and Ogdensburg....Me. & N. H.	2,393,687	220,014	—	.....	1,046,621	1,400,000	.....	—	78.0	147,308	.....	.....	.....	.....	—	100	....
Aug. 31, 1874	52.5	—	5.5	—	6	7	4	139	Portland and Rochester.....Me. & N. H.	1,941,396	*	234,897	13,729	636,112	1,446,500	107,410	—	52.5	139,799	156.332	66,065	158,389	47,288	—	100	....
Dec. 31, 1874	51.0	—	8.7	—	—	—	—	—	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	—	—	—	1,500,000	—	—	—	—	—	—	—	—	150,000	10	100	57½
Apl. 30, 1874	111.8	—	6.0	—	9	6	4	167	Port Royal ¶ (Ga.).....South Carolina.	4,800,000	*	—	.....	3,000,000	1,800,000	.....	—	111.8	.....	.....	.....	.....	.....	—	25	....
Sept. 30, 1874	71.4	—	5.1	—	—	—	—	—	Portsm'th, Gt. Falls & Conway(Etn.).Me.	1,229,689	—	.....	.....	767,200	462,489	.....	—	—	—	—	—	.....	.....	—	100	5½
Sept. 30, 1874	41.9	—	2.3	4.8	4	5	—	60	Poughkeepsie and Eastern....New York.	1,475,430	*	.....	.....	524,464	1,231,000	100,808	—	41.9	84,054	73,562	29,781	76,586	5,576	—	100	....
Sept. 30, 1874	23.0	—	3.0	57.0	3	3	3	77	Providence and Springfield..R.I. & Mass.	909,267	99,714	—	.....	500,000	500,000	25,156	—	23.0	51,049	100,576	61,216	74,004	26,635	—	100	....
Sept. 30, 1874	5.8	—	0.5	—	—	—	—	—	Providence, Warren and Bristol.....R. I.	296,482	—	—	170,053	150,000	300,000	16,535	—	5.8	13,146	121,893	.....	47,910	15,054	—	100	....
Sept. 30, 1874	43.4	1.0	26.2	—	29	41	...	1,257	Providence and Worcester..R. I. & Mass.	2,532,246	833,413	176,034	108,022	2,000,000	500,000	1,079,790	69,926	59.8	528,940	1,715,636	506,383	938,071	204,695	10	100	121½
Dec. 31, 1874	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent ¶.....Del. & Md.	351,000	*	32,200	48,400	200,000	269,000	2,600	—	36.0	35,850	12,560	38,231	27,437	9,989	—	50	....
Jun. 30, 1874	41.7	4.6	4.0	—	1	2	2	2	Quincy, Alton and St. Louis.....Ill.	1,931,100	*	.....	.....	756,100	1,000,000	175,000	—	46.3	.....	.....	.....	102,672	—	—	100	....
Dec. 31, 1874	70.0	—	3.5	160.0	...	...	...	.....	Quincy, Missouri and Pacific.....Mo.	2,000,000	.....	—	.....	700,000	20,000p.m	.....	—	70.0	.....	.....	.....	.....	.....	—	100	....
May 31, 1874	44.0	—	3.0	56.0	5	6	4	50	Raleigh and Augusta Air-Line ¶..N. Car.	1,326,000	*	134,000	.....	1,326,000	.....	.....	—	44.0	.....	.....	.....	75,923	15,086	—	100	....
May 31, 1874	97.0	—	5.0	—	13	1'	3	131	Raleigh and Gaston.....North Carolina.	1,500,000	*	589.300	99,663	1,500,000	350,000	153,663	186,300	97.0	.....	58,083	57,629	274,803	82,294	—	100	....
Nov.30, 1874	39.5	8.2	15.3	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,958	220,041	62,556	.....	508,268	1,000,000	1,215,911	—	47.7	242,123	138,771	382,399	310,517	97,017	—	50	....
Sept.30, 1874	101.5	89.9	51.1	—	42	52	17	1,262	Rensselaer and Saratoga (D.& H.)..N. Y.	8,749,756	*	—	—	6,000,000	2,000,000	1,950,835	—	191.4	—	—	—	—	—	8	100	119
Sept 30, 1874	189.0	6.9	16.8	—	35	17	11	468	Richmond and Danville ¶.....Virginia.	5,767,967	*	2,654,269	133,059	4,000,000	2,478,451	1,477,329	599,395	195.9	640,484	131,848	200,004	925,799	328,116	—	100	....
Sept. 30, 1874	82.0	5.0	6.3	—	14	9	10	74	Richmond, Fred'burg and Potomac ¶.Va	2,756,740	*	—	338,462	1,509,100	888,433	120,714	577,375	87.0	208,860	156,848	61,707	401,883	172,764	—	100	....
Sept. 30, 1874	22.5	2.7	4.2	—	8	9	4	176	Richmond and Petersburg ¶.....Va.	1,102,684	163,790	66,163	38,768	1,008,600	326,296	36,689	—	46.7	118,770	108,514	85,249	147,220	33,667	—	100	....
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv.& Chesapeake ¶.Va.	1,257,640	*	.....	.....	650,000	607,640	.....	—	38.3	—	(No	report sup	plied.)		—	100	....
Sept.30, 1874	18.5	—	1.7	—	—	—	—	—	Rochester & Genesee Valley(Erie).N. Y.	671,303	—	.....	.....	557,560	—	.....	—	—	—	—	—	—	34,012	6	100	....
Sept 30, 1874	24.1	—	1.7	83.4	—	—	—	—	Rochester and State Line.....N. Y.	1,248,896	—	.....	.....	27,034	1,105,000	271	—	24.1	(Opene	d Sept. 15	, 1874.)			—	100	....
Sept.30, 1874	20.0	—	—	130.0	1	—	—	6	Rochester, Nunda & Penn. (3 ft.)...N. Y.	862,900	*	.....	.....	625,600	—	104,388	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1874	252.3	21.1	21.5	—	31	14	6	910	Rockford, Rock Island and St. Louis..Ill.	14,118,007	*	22,685	77,906	4,732,579	9,000,000	485,929	—	292.3	909,106	156,055	249,436	892,851	144,643	—	100	....
Dec. 31, 1874	141.1	48.5	28.0	—	42	32	16	909	Rome, Watertown and Ogdensburg.N. Y.	4,819,421	*	2,302,773	349,821	3,147,600	4,127,716	86,049	110,660	218.2	.....	.....	.....	1,232,868	362,611	7	100	56
Dec. 31, 1874	120.0	—	26.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,013,570	—	116,776	.....	6,658,400	1,972,800	.....	—	178.0	.....	.....	.....	.....	485,000	3	100	3½
Dec. 31, 1873	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,173	121,775	346,000	149,968	—	34.0	58,650	.....	.....	134,620	79,810	—	100	....
Dec. 31, 1874	22.0	—	8.0	—	5	4	4	205	St. Croix and Penobscot ¶.....Me.	364,000	*	34,320	.....	100,000	222,700	5,000	—	22.0	46,154	26,498	.....	65,979	24,311	—	50	....
Mar. 31, 1874	227.0	—	10.0	—	12	6	4	151	St. Joseph and Denver City..Kan.& Neb.	5,499,621	*	—	—	1,400,000	6,755,000	.....	—	268.0	—	—	—	333,914	16,593	—	100	....
Dec. 31, 1874	197.0	18.0	26.6	—	14	11	4	682	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	.....	4,768,400	7,000,000	.....	—	215.0	.....	.....	.....	1,540,172	602,824	—	100	3½
Jan. 31, 1874	43.3	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St.L.,K.C.&N.).Ia.	—	(Statem	ents not	received.)	—	—	—	—	—	—	—	—	90,329	3,111	—	100	....
Dec. 31, 1874	619.4	74.8	91.0	—	122	42	22	2,756	*St. Louis, Iron Mt. and So.* ¶..Mo. & Ark.	46,899,147	*	1,641,756	1,090,237	22,046,293	24,545,000	3,039,877	—	694.3	1,739,336	595,214	501,600	3,244,071	871,436	—	100	17½
Jun. 30, 1874	309.0	49.0	35.0	—	52	26	12	1,248	St. Louis & S. Eastern...Ill., Ky. & Tenn.	17,365,000	*	2,892,000	371,625	8,409,200	9,500,000	2,719,870	—	358.0	524,786	164,450	490,040	1,253,222	200,822	—	100	....
Dec. 31, 1874	76.3	—	2.0	—	—	—	—	—	St. Louis & St. Jos. (St.L.,K.C.& N.).Mo.	2,000,000	—	—	—	1,000,000	1,000,000	.....	—	—	—	—	—	104,519	35,000	—	100	....
Dec. 31, 1874	42.0	—	2.5	138.0	—	—	—	—	St. L., C. Bluffs & Omaha(St.LK.C&N.)M.	1,772,000	—	.....	.....	1,100,000	16,000p m	.....	—	—	—	—	—	—	65,000	—	100	....
Jun. 30, 1874	150.5	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic.(C. & A.).Ill.	5,073,600	—	—	—	2,348,600	2,725,000	—	—	—	—	—	—	240,000	240,000	—	100	....
Dec. 31, 1874	265.5	87.5	26.1	—	91	41	14	1,543	St. L., Kansas City & Northern.....Mo	28,134,445	*	3,272,258	268,987	24,000,000	6,615,000	1,060,690	—	581.8	.....	.....	[11 mos.	2,405,650	661,028	—	100	5½
Nov.30, 1874	158.4	—	23.0	—	30	14	8	934	St. Louis, Vandalia & T. H. (T.H&I.).Ill.	5,975,388	*	.....	.....	2,377,450	5,500,000	.....	—	158.4	869,248	190,588	429,697	1,059,241	279,210	—	100	....
Jun. 30, 1874	76.0	—	7.6	—	6	4	5	51	*St. Paul and Pacific*.....Minn.	5,602,332	*	.....	.....	1,468,600	3,745,759	387,982	—	111.0	145,020	124,143	115,864	355,801	127,789	—	100	....
Jun. 30, 1874	207.0	—	10.8	—	17	14	6	324	*St. Paul and Pacific* (1st Div.).M.L.Minn.	12,138,659	*	.....	.....	500,000	11,500,000	138,659	—	207.0	267,647	149,574	115,750	492,670	63,024	—	100	....
Jun. 30, 1874	116.1	5.2	10.6	—	14	6	4	255	St. Paul and Sioux City.....Minn.	4,848,153	*	202,689	10,807	4,319,500	—	422,686	—	121.3	265,569	76,980	169,745	567,561	89,611	—	100	....
Jun. 30, 1874	17.6	6.2	1.8	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls...Minn.	818,527	63,317	.....	.....	283,500	518,500	79,844	—	23.8	27,216	24,398	20,663	72,371	35,493	—	100	....
Sept. 30, 1874	16.9	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,469	—	—	—	243,305	226,900	.....	—	—	—	—	—	17,500	15,987	1	100	....
Sept. 30, 1874	116.3	—	17.9	—	23	10	9	236	Sandusky, Mans. & Newark (B. & O.)..O.	3,368,620	*	—	50,430	1,037,535	2,306,500	5,781	69,216	116.3	982,113	131,312	471,208	787,168	163,101	—	50	....
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Nov.30, 1874	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	—	—	—	576,050	—	—	—	—	—	—	—	28,803	28,803	5	50	....
Mar. 31 1874	80.0	—	8.	—	16	4	6	250	Seaboard and Roanoke.Va. & N. Carolina.	2,058,152	*	568,669	.....	1,365,000	210,000	.....	—	80.0	.....	34,867	.....	609,678	198,004	8	100	107

Apr. 30, 1872	237.0	—	11.9	—	39	19	7	411	*Selma, Rome and Dalton* ¶.Ala.Ga.& Tenn.	12,980,000	*			3,750,000	9,230,000			237.0	(No	statement	furnished)			—	100	
Dec. 31 1874	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville(N.C.).Pa.	1,208,050	—	1,655,400		869,450	1,994,000			28.0		68,425	706,071	324,267	137 906	6	50	
Dec. 31, 1874	78.0	—	8.0	—	5	5	2	132	Sheboygan and Fond du Lac..Wisconsin.	2,622,861	*			1,267,000	1,509,000	86,689		78.0	86,900	62,641	43,046	115,109		—	100	
Nov. 30, 1874	31.2	—	6.4	34.2	9	4	2	139	Shenango and Allegheny (A.& Gt.W.).Pa.	1,166,538	87,651	25,000		200,000	800,000	304,059		31.2	189,417	29,143	283,962	228,430	68,106	—	50	
Sept. 30, 1874	32.3	—	1.6	—	3	2	2	24	Shepaug.....Conn.	281,900	*			255,000		39,841		32.3	56,529	21,958	14,044	42,751	1,188	—	100	
Sept. 30, 1874	50.0	—	5.6	—	—	—	—	—	Shore Line (N. Y., N. H. and H.)..Conn.	1,510,000	—			1,000,000	200,000	110,000		50.0				392,144	94,267	7	100	
June 30, 1874	106.8	—	15.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	7,565,810	*			4,478,500	3,387,310			106.8				319,819	56,115	—	100	
Jun. 30, 1874	123.5	—	7.1	41.0	11	6	3	386	Sioux C. and St. P.(St.P.&S.C.)Ia.& Minn.	5,050,994	*	117,683	5,948	2,800,000	2,355,000	19,625		147.5	189,086	21,757	74,094	263,627	38,331	—	100	
Sept. 30, 1874	33.0	—	2.6	—	3	3	1	79	Sodus Point and Southern.....N. Y.	1,588,759	*			715,967	1,325,000	8,987		33.0	34,300	39,222	30,167	26,087	14,408	—	100	
Jun. 30, 1874	182.0	—	16.1	—	—	—	—	—	South and North Ala. (L.N.&Gt.S...)Ala.	5,829,001	—			4,100,000	5,726,000	1,729,001		182.0				561,275	95,589	—	100	
Dec. 31, 1874	137.0	105.0	30.0	—	41	23	26	530	South Carolina ¶.....South Carolina.	8,614,987	880,516	2,134,140	261,420	5,819,275	4,509,090	1,421,663	213,448	242.0	857,270	171,118	270,278	1,367,501	516.986	—	100	
Sept. 30, 1874	11.6	—	2.6	—	3	12	2	11	South Shore.....Mass.	462,167	39,426	125,000		259,665	275,000			11.6	56,831	549,671	35,928	94,501	19,269	—	100	
Sept. 30, 1873	57.0	1.3	20.0	—	20	50	5	117	Southern (L. I.).....New York.	4,533,733	*			1,000,000	3,250,000	967,659		73.3	340,266	679,055	65,663	488,410	1,192,743	—	100	
Sept. 30, 1874	116.0	—	14.0	—	14	7	5	405	Southern Central.....N. Y. & Pa.	4,211,770	*			1,784,771	2,204,359	296,628		116.0	357,676	207,621	280,758	502,310	220,469	—	100	
Apr. 30, 1873	—	—	80.0	—	—	—	—	—	Southern Maryland.....Md.	(Under const		ruction.)		1,000,000	2,200,000			—		(No part	completed.)			—	100	
Jun. 30, 1874	167.5	—	10.8	—	14	7	3	249	Southern Minnesota.....Minnesota.	9,328,446	*			3,825,000	4,592,000			167.5	374,064	47,463	165,533	733,874	163,644	—	100	
Jun. 30, 1874	142.9	89.3	14.2	—	19	24	9	376	Southern Pacific.....California.	12,955,507	697,205	11,265,975	152,816	14,071,100	11,000,000			157.2	512,104	352,544	192,567	1,162,738	699,064	—	100	
Aug. 31, 1874	143.0	162.5	20.0	13.5	36	28	6	377	Southwestern (Cent. of Ga.).....Georgia.	4,587,313	*			4,211,600	691,000			305.5	244,515			506,621	67,323	—	100	
Sept. 30, 1874	48.5	—	2.3	—	4	4	2	18	Springfield, Athol and Northeastern.Mass.	1,331,875	57,394	73,400		809,760	600,000	89,750		48.5	97,880	82,698	47,707	86,837	29,345	—	100	
Jun. 30, 1874	221.4	—	12.0	—	12	10	6	204	Springfield & Ill. So. Eastern.....Illinois.	7,224,028	404,829	588,867	1,069,129	3,885,500	4,400,000	782,886	218,467	221.4				412,823	35,924	—	100	
Sept. 30, 1874	22.0	—	3.3	—	—	—	—	—	Stockbridge and Pittsfield (R.).....Mass.	448,700	—	2,550		448,700		2,550		—				31,647	26,551	7	100	
Sept. 30, 1874	13.2	—	0.9	—	—	—	—	—	Stony Brook (B. and L.).....Mass.	300,094	—			300,000			94	—				18,365	18,092	6	100	
Dec. 31, 1874	24.0	—	1.5	—	—	—	—	—	Sullivan and Erie (P. and N. Y.).....Pa.	1,597,718	—	1,000,000		1,500,000	1,000,000	196,992		—	(Sold un	der foreclosure Oct.		14, 1874.)		—	100	
Dec. 31, 1874	43.5	—	3.3	—	—	—	—	—	Sunbury and Lewiston (Penn.).....Penn.	1,900,000	—			500,000	1,400,000			—	(Sold un	der foreclosure May		5,1874.)		—	50	
Dec. 31, 1874	17.0	—	0.3	83.0	2	1	—	2	Susq., Gettysburg and Potomac.....Pa.	181,000	*			150,000				17.0	31,378	27,611	12,983	53,320	10,423	—	53	
Dec. 31, 1874	28.0	7.0	2.4	—	—	—	—	—	Sussex.....New Jersey.	1,875,100	*			1,638,600	236,500	6,319		35.0				124,446	56,815	3	100	
Sept. 30, 1874	81.0	—	19.0	—	17	10	2	360	Syracuse, Bing. and N. Y.(DL&W.).N.Y.	4,044,029	*			2,004,000	1,670,100	127,519		81.0	389,585	185,556	543,420	702,456	227,323	3	100	
Sept. 30, 1874	43.5	—	2.0	—	3	6	2	60	Syr. and Chenango (re-org. Aug.1,'73).N.Y.	1,247,026	*			696,700	1,142,550	9,000		43.5	78,300	75,752	71,431	102,570	24,750	—	100	
Sept. 30, 1874	45.0	—	4.0	—	5	8	4	65	Syracuse Northern.....New York.	1,985,658	*			1,005,043	1,100,000	60,000		45.0	112,680	136,108	57,685	167,137	58,392	—	100	
Nov. 30, 1874	79.7	29.6	37.1	—	40	21	13	1,129	Terre Haute and Indianapolis....Indiana.	3,081,378	*	1,701,863	367,657	1,988,150	1,600,000	240,320	1,322,428	109.3	872,911	231,116	299,771	1,040,678	380,021	12	100	120
Jun. 30, 1874	320.0	—	20.0	1,452	28	11	—	395	Texas and Pacific ¶.....Texas.	20,708,987	*	138,991	170,665	1,600,000	18,461,000	2,207,444		320.0				871,981	181,249	—	100	
Dec. 31, 1874	30.6	4.0	8.8	—	14	6	2	904	Tioga.....Pa.	899,286	456,561			580,900	239,000			34.6	209,679	101,196	671,195	388,464	187,014	—	53	
Jun. 30, 1874	58.0	—	5.0	—	—	—	—	—	Toledo, Can. Southern and Det.Mich.&O.	3,000,000	—			1,650,000	1,350,000			—	(Op	er. by Chi	c. & Can.	Southern.)		—	100	
Jun. 30, 1874	220.3	10.0	26.0	—	45	13	9	1,655	Toledo, Peoria and Warsaw.....Illinois.	12,720,133	*			5,700,000	6,450,000	1,095,179		230.3	1,207,568	184,170	573,739	1,209,397	265,912	—	100	
Dec. 31, 1874	473.6	154.0	111.0	—	198	56	43	4,437	Toledo, Wabash and Western.O. I. & Ill.	35,368,855	*	5,192,063	657,385	16,000,000	20,117,000	4,504,709	596,594	627.6	3,820,250	799,695	1,277,356	5,047,191	1,210,153	—	100	24
Dec. 31, 1874	24.7	18.4	3.4	—	—	—	—	—	Tol., Tiffin and Eastern (M.C.& L.M.)..O.	1,567,586	—			276,068	861,000	5,518		43.1				121,845	29,232	—	100	
Sept. 30, 1874	34.9	—	10.4	—	13	15	6	301	Troy and Boston.....New York.	2,447,044	*			1,609,010	1,919,000	186,213		55.3	186,980	250,717	206,826	530,310	246,431	4	100	
Sept. 30, 1874	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush(N.Y.C.&H.R.).N.Y.	294,908	—			274,400				—					16,464	6	100	
Sept. 30, 1874	2.1	—	2.1	—	—	—	—	—	Troy Union and Depot.....New York.	783,985	—			30,000	680,000			—						—	100	
Dec. 31, 1874	43.1	13.9	6.4	—	—	—	—	—	Tyrone and Clearfield (Pa.).....Pa.	1,213,204	—			782,000		60,281		—						—	53	
Dec. 31, 1874	1,038	—	127.4	—	152	67	36	2,932	*Union Pacific*.....Nebr. Wy. & Utah.	115,214,588	*			36,745,000	75,923,800			1,038.0		188,877	506,571	8,516,740	5,291,243	—	100	59
Dec. 31, 1874	156.0	30.2	106.2	—	259	281	35	2,741	United Companies of New Jersey.N. Jer.	34,108,267	*	5,538,034		18,990,400	19,701,000	954,903		400.2		7,859,317	3,467,752	8,700,969	2,370,936	10	100	125
Sept. 30, 1874	87.0	—	7.1	—	15	15	8	164	Utica and Black River.....New York.	2,342,177	320,662	260,040	96,021	1,769,620	1,076,000	18,917	154,372	147.0			116,760	485,451	227,338	6	100	
Sept. 30, 1873	76.0	22.0	17.0	—	17	14	7	1,062	Utica, Chen. and Susq. Val.(DL&W)N.Y.	3,946,591	*			3,783,700				99.0	277,202	252,774	278,053	458,660	95,755	5	100	
Aug. 31, 1874	49.0	8.0	8.9	—	—	—	—	—	Utica, Ithaca and Elmira.....New York.	1,700,000	*			381,360	25,000p.m									—	100	
Dec. 31, 1874	47.0	8.0	10.0	—	—	—	—	—	Vermont and Canada (C.V.).....Vt.	3,000,000	—			3,000,000										—	100	25
Sept. 30, 1874	56.0	24.1	11.0	—	—	—	—	—	Vermont and Mass. (Fitchb.)..Mass. & Vt.	3,288,328	261,234	230,943		2,980,000	900,000	39,034	[8 mos.	66.5	48,550	75,610	34,419	119,279	182	—	100	104
Dec. 31, 1874	23.7	—	2.9	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,386	*			516,104	783,200								65,000	—	100	
Feb. 28, 1874	140.0	2.0	9.0	—	19	10	5	125	Vicksburg and Meridian.....Miss.	3,168,427	*		1,283,929	1,205,094	3,149,033	98,228		142.0	240,264	93,670	46,746	517,174	148,269	—	100	
Sept. 30, 1874	49.3	—	4.0	—	—	—	—	—	Ware River (B. and A.).....Mass.	1,066,407	—			750,000		21[illegible]						28,519	28,519	5	100	
Sept. 30, 1874	18.3	—	6.7	—	—	—	—	—	Warren (D. L. and W.).....New Jersey.	3,041,400	—	82,375		1,800,000	1,241,400	64,368	18,007	18.3				505,966	230,061	7	100	102
Sept. 30, 1874	48.5	—	2.3	300.0	4	7	3	65	Washington and Ohio.....Virginia.	1,655,494	132,255	515,813	253,334	1,919,726	264,100	373,069		46.0	94,425			104,013	29,675	—	100	
Sept. 30, 1874	326.0	10.0	9.0	—	25	22	21	415	Wash. City, Va.Md. & Gt.Southern. Va.	9,500,000	*	77,562	2,195,731	2,692,540	6,475,550	1,635,990				161,608	165,937	678,844	401,284	—	100	
Oct. 31, 1874	26.5	—	5.0	—	10	20	4	67	West Chester and Philadelphia.....Pa.	1,706,205	*	329,689	207,034	823,950	1,100,000	97,716	229,362	35.5	234,635	874,183	90,602	345,383	157,949	8	100	57
Aug. 31, 1874	132.0	28.0	15.5	—	33	16	5	246	Western of Alabama ¶.....Alabama.	4,832,628	544,555	375,040	586,758	2,008,324	3,162,400	348,341	659,916	160.0	470,171	99,808		659,916	165,623	—	100	
Dec. 31, 1874	133.0	—	11.0	—	58	19	12	921	Western and Atlantic ¶....Ga. and Tenn.	(Owned b	y State	of Georgi	a.)		5,000,000			133.0				1,590,245	149,588	—	100	
Sept. 30, 1874	90.0	—	3.4	—	12	13	12	154	Western Maryland ¶.....Maryland.	4,266,222	*	30,000	98,269	683,243	3,675,000	36,248		90.0	335,305	255,392	90,829	277,792	46,323	—	100	6
Mar. 31, 1874	111.0	3.0	1.6	31.0	5	6	3	9	Western North Carolina (E. D.) ¶...N. C.	7,125,000	*			6,000,000	850,000	275,000			(In ban	kruptcy—	No return	s.)		—	100	
Dec. 31, 1874	84.6	—	10.7	—	—	—	—	—	Western Pennsylvania (Penn.).....Pa.	3,972,459	—			1,022,450	3,000,000			—						—	50	
Dec. 31, 1874	191.7	20.8	21.8	—	34	13	12	563	Western Union (M. and St. P.). Wis.& Ill.	7,743,330	239,214	49,880	74,828	4,000,000	3,500,000	338,478	268,774	212.75	716,250	213,520	412,670	1,123,108	354,944	—	100	
Dec. 31, 1874	27.0	—	0.5	—	2	2	—	11	West Feliciana.....La. and Miss.	745,315	*			760,600	110,000			27.0	10,280			71,308	40,111	—	100	
Dec. 31, 1874	36.1	23.2	14.6	—	18	52	11	179	West Jersey.....New Jersey.	2,312,338	*	1,647,406		1,359,750	2,400,000	82,000		128.2				623,391	148,222	4	50	92
Dec. 31, 1874	197.0	—	10.0	—	30	14	10	688	West Wisconsin.....Wisc.	7,125,000	*			4,000,000	5,955,500			197.0				884,920	187,812	—	100	
Dec. 31, 1874	32.0	—	2.0	29.0	3	5	2	24	Wheeling, Pbg. & Balt(B&O). W.Va.&Pa.	602,311	*			500,000		102,341		32.0				49,889	1,341	—	50	
Jun. 30, 1874	61.8	—	6.9	—	7	6	4	169	White (Cinc.) Water Valley.....Ind.	1,232,282	188,603	185,853		380,025	1,021,840	204,879		70.0	176,204	77,464	93,729	210,053	87,826	—	100	
Apr. 30, 1873	23.0	—	2.0	—	3	5	1	37	Wico-Mico and Pocomoke.....Md.	380,000	*			160,000	200,000	20,000		37.0				33,966	14,200	—	25	
Sept. 30, 1874	189.6	—	9.0	—	33	13	6	392	Wilm., Colum. and Augusta.N. C. & S. C.	4,260,595	602,636	101,697	187,782	300,000	3,800,000	976,857	76,135	189.0	572,407	71,451	103,343	661,462	225,239	—	100	
Oct. 31, 1874	63.6	—	10.2	—	14	6	5	147	Wilmington and Reading..Pennsylvania.	3,200,927	313,700	32,927		759,628	3,096,400	361,662		63.6	174,080	129,596	240,829	193,826	9,098	—	50	
Sept. 30, 1874	162.0	19.0	9.5	—	27	19	16	366	Wilmington and Weldon ¶ (WC&A).N.C.	3,283,109	*	57,900	132,306	1,456,200	1,619,100	51,576	346,439	181.0				711,410	312,976	—	100	
Oct. 31, 1874	19.9	—	2.4	15.1	3	3	2	30	Wilmington and Western.....Del. & Pa.	799,929	*			249,032	500,000	138,224		19.9	35,050	24,124	33,144	31,871	1,863	—	50	
Mar. 31, 1875	15.4	—	2.1	—	—	—	—	—	Wilton (N. and L.).....N. H.	234,600	—			215,000			19,600					15,308	15,177	7	100	
May 31, 1874	327.0	—	20.7	—	31	7	4	1,136	*Winona and St. Peter* (C. & N.W.). Minn.	10,625,939	*			410,030	8,775,000	1,440,003		327.0				790,003	315,738	—	100	
Dec. 31, 1874	164.0	30.0	23.5	211.0	24	15	9	658	Wisconsin Central.....Wisconsin.	6,682,647	*		111,953	1,900,000	4,627,500	167,000		323.0		148,608	189,492	596,650	222,874	—	100	
Sept. 30, 1874	45.7	—	32.8	—	21	20	7	341	Worcester and Nashua.....N.H.& Mass.	2,439,296	*	302,242	416,989	1,789,800	1,054,738	28,483	285,455	45.7	328,771	359,416	335,813	539,896	170,875	10	100	84
									CANALS, &c.																			
May 31, 1874	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	.....	396,107	.....	1,880,300	1,922,307			12.5				427,309	271,618	7	50	
Dec. 31, 1874	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal¶..Md. & Va.	10,757,720	—			8,226,594	4,285,050	.....	87,790	184.5			811,061	517,412	290,207	—	25	
Dec. 31, 1874	60.0	—	—	—	—	—	—	—	Delaware Division Canal..Pennsylvania.	2,433,350	—			1,633,350	800,000			—	(Leased	to Lehigh	Co.)			8	50	104
Dec. 31, 1874	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	.....	28,465,102	157,429	10,000,000	12,764,079	184,154	2,013,508	108.0	(Inclu	d. R. R. C	oal, &c.	12,533,011	2,818,079	10	100	105
Dec. 31, 1874	44.0	17.0	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,748	(I	ncluded i	n Unite	d Com	panies of N	ew Jersey.)		61.0			2,308,671	1,320,519	852,102	10	100	
Dec. 31, 1874	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	3,099,057	80,152	26,621,637	732,938	9,949,900	14,906,670	2,375,644	3,302,569						200,000	8	50	89
Dec. 31, 1874	85.0	—	—	—	—	—	—	—	Menongahela Navigation Canal....Penn.	1,151,904	—			1,004,150	110,000			85.0			2,542,295	216,710	139,208	10	50	
Dec. 31, 1874	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	.....	.....	.....	2,200,000	1,021,965	103,254		103.0				271,436	40,555	4	100	65
Dec. 31, 1874	356.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,625,757	—			4,457,150	2,588,000	.....		422.0			871,359	585,524	305,665	—	50	18
Dec. 31, 1874	106.3	—	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	12,758,716	.....	.....	.....	4,385,798	8,576,382	.....		106.3			1,040,995	705,047	474,604	—	50	12
Dec. 31, 1874	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,714,144	—			2,002,708	2,757,311	.....		45.0			420,156	101,797	22,539	—	50	15
Dec. 31, 1874	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,997,850	—			1,997,850	3,000,000	.....		77.6			77,352	33,692	526	—	50	
Dec. 31, 1873	123.6	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,844	.....	.....	.....	1,100,000	748,000	295,219		—	(Leased	to Pennsylvania Co.)					50	

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref.	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	2
Atlantic and St. Lawrence,* guar.	3,994,900	4	4	....
Baltimore and Ohio,* preferred	4,848,469	6	5	104½
Berkshire,* guaranteed	600,000	7	7	78½
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	78
Buffalo, New York and Erie,* guar.	950,000	7	7	..
Catawissa,* pref. and guar.	1,159,500	7	7	82
Camden and Amboy,* guaranteed	5,847,800	10	10	135
Camden and Atlantic, preferred	838,469	7	7	105½
Cayuga and Susquehanna,* guar.	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed	769,600	7	7	....
Central of New Jersey,* guar.	20,060,000	10	10	83
Central Ohio,* preferred	411,550	6	6	50
Chemung,* guaranteed	380,000	6	6	....
Cheshire, preferred	2,153,200	7	5	49½
Chicago and Alton, † preferred	2,425,400	...	10	105
Chicago, Iowa & Nebraska,* guar.	3,916,300	...	8	115
Chicago and North-Western, pref.	21,485,653	7	7	58½
Cinc., Sand. and Cleveland, pref.	429,000	6	6	70½
Cleveland and Mahoning,* guar.	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.	11,236,150	7	7	93
Cumberland Valley, 1st preferred	241,900	8	8	....
" " 2d preferred	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	...
Delaware,* guaranteed	1,330,950	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar.	5,000,000	...	3	64½
Dubuque South-Western, pref.	590,315	8	...	...
Eastern (N. H.) * † guaranteed	492,500	...	6	26
Elmira, Jeff. and Canad. * guar.	500,000	5	5	...
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	83
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred	8,536,910	7	7	..
Erie and Pittsburg,* guar.	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref	2,167,700	7	7	20½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	104
Housatonic, preferred	1,180,000	8	8	98
Huntington & Broad Top Mtn, pref.	190,750	7	...	28
Jeff., Mad. & Indianapolis,* guar.	2,000,000	7	7	....
Joliet and Chicago,* guar.	1,500,000	7	7	98
Joliet and Northern Indiana,* guar.	300,000	8	8	...
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref.	851,000	9	9	....
Marietta and Cincinnati, 1st pref.	3,101,650	6	...	9¾
" " 2d pref.	4,436,250	6	...	8
Mich. Southern, (Lake Shore) guar.	533,500	10	10	....
Mill Creek,* guaranteed	328,375	10	10	....
Milwaukee and St. Paul, preferred	12,274,483	7	7	64½
Mine Hill,* guaranteed	3,856,450	8	8	105
Montclair,* guaranteed	2,000,000	7	...	....
Morris and Essex,* guar.	15,000,000	7	7	103
Nesquehoning Valley,* guar.	2,000,000	10	10	102
Newark and New York,* guar.	1,000,000	7	7	....
Newcastle and Beaver Valley * guar.	605,000	10	10	....
New Jersey,* guaranteed	7,295,200	10	10	135½
New London Northern,* guar.	971,400	10	10	105
New York & Harlem,* pref. & guar.	1,500,000	8	8	136
" " *com.& guar.	8,500,000	8	8	128
Niagara Br. & Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.), preferred	105,000	8	8	...
Northern New Jersey,* guar.	1,000,000	8	8	....
Norwich and Worcester,* guar.	2,823,400	10	10	126
Ogdensburg & Lake Champ.,* guar.	3,077,000	7	7	29
" " pf.& *guar.	2,000,000	8	8	81½
Ohio and Mississippi, preferred	4,030,000	7	7	33
Oswego and Syracuse,* guar.	1,144,400	9	9	....
Panama, guaranteed	7,000,000	12	12	140
Paterson and Hudson,* guar.	630,000	—	8¾	...
Pemberton and Hightstown,* guar.	342,000	6	6	...
Peoria and Bureau Valley,* guar.	1,200,000	8	8	...
Philadelphia and Erie, preferred	2,400,000	...	—	....
Phila., Germant'n & Norrist'n,*guar.	2,281,900	12	12	200
Philadelphia and Reading, † pref.	1,551,687	—	10	110½
Philadelphia and Trenton,* guar.	1,259,100	10	10	125
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	103
Pittsfield and North Adams,* guar.	450,000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	...
Rochester & Genesee Valley,* guar.	557,560	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	10
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	15
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref.	12,000,000	...	—	28
Schuylkill Valley,* guaranteed	576,000	5	5	....
Shamokin V. & Pottsville,* guar.	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	—	....
" " 2d pref.	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	....
Warren,* guaranteed	1,800,000	7	7	102
Canal Stocks.				
Delaware Division,* guar.	1,633,350	8	8	....
Delaware and Raritan,* guar.	5,847,500	10	10	....
Morris preferred and * guaranteed	1,175,000	10	10	135
" com. and * guar.	1,095,000	4	4	55
Schuylkill Navigation preferred	2,806,977	6	6	26½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness..........per ton 20 — @ 31 —
Gartsherrie.......— — @ — —
Summerlee.......— — @ — —
Carnbroe.......— — @ — —
Langloan.......— — @ — —
Glengarnock.......29 — @ 30 —
Eglinton.......28 — @ 28 50
Pig, American, No. 1.......22 — @ 23 —
Pig, American, No. 2.......20 — @ 22 —
Pig, American, Forge.......19 — @ 20 —
Bar, Refined, English and American.......— — @ — —
Bar, Swedes, assorted sizes.......(gold).100 — @ — —

—Store Prices.—

Bar, Swedes, ordinary sizes.......130 — @132 50
Bar, Swedes, Plow sizes.......— — @ — —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in.......52 50 @ 55 —
Bar Refined, 1½ to 6 by ¼ & 5-16 in.......57 50 @ 60 —
Bar Refined, 1 & 1½ by ¼ & 5-16.......57 50 @ 60 —
Large Rounds, 2¼@2¾ to 3¾ @4 in.......57 50 @ 67 50
Scroll.......67 50 @117 50
Ovals and Half-round.......67 50 @ 77 50
Band, 1 to 6 in. by 3-16 to No. 12.......65 — @ 67 50
Horse Shoe.......82 50 @ 87 50
Rods, ¾@3-16 inch.......57 50 @107 50
Hoop, ¾ by No. 22 to 1 & 1½ by 13 & 14.......72 50 @127 50
Nail Rod.......per lb. — 7¼@ — 8
Sheet Russia, as to assortment.......(gold) — — @ — 12
Sheet, Single, D. and T. Common.......— 4 @ — 4¼
Sheet, Doubles and Trebles, Charcoal.......— 5 @ — 5¼
Sheet Galvanized 1st and 2d quality..List 25@45 p ct. disc.
Rails, English.......(gold).....per ton. — — @ — —
Rails, American, at Works in Penna..c'y. 40 — @ 42 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb. — 14½@ — 16
English Spring (2d and 1st quality).......— 6¼@ — 6¾
English Blister (2d and 1st quality).......— 9 @ — 14
English Machinery.......— 9½@ — 10½
English German (2d and 1st quality).......— 10½@ — 11½
American Blister.......— — @ — 9
American, Cast, Tool.......— — @ — 16
American, Cast Spring.......— — @ — 9
American Machinery.......— — @ — 10
American German Spring.......— — @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.

10d. to 60d. Com. Fence. & Sheath per keg. 2 85 @ 3 —
8d. and 9d. " ....3 10 @ 3 25
6d. and 7d. " ....3 35 @ 3 50
4d. and 5d. " ....3 60 @ 3 75
3d. and 4d. Light.......3 35 @ 4 50
3d. Fine.......5 10 @ 5 25
2d.......5 10 @ 5 25
Cut Spikes, all sizes.......3 10 @ 3 25

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 1 1-10 cents per pound.

Bianca.......(gold) per lb. — — @ — 22
Straits.......(gold). — — @ — 18¼
English, L. & F.......(gold). — 17¾@ — 18
English, Refined.......(gold). — — @ — 18¼
Plates—Fair to good brands. Gold.
I. C. Charcoal.......per box. 7 — @ 7 37½
I. C. Coke.......6 — @ 6 25
Coke Terne.......5 50 @ 6 —
Ccharoal Terne.......6 50 @ 7 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk).......— — @ — 8¼
Crude 40@47 gravity (in shipping order).. — 11 @ — 11½
Refined, Standard White (in ship'g order). — 14¾@ — 14½
Refined, S. W. (in jobbing lots).......— 17¾@ — 19½
Refined, S. W. (in tin).......— 18 @ — 21
Naptha, Refined (65@73 gravity).......— 8¾@ — —
Residuum....(in shipping order).per gall. — 6½@ — 7

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.

Copper, New Sheathing, (over 12 oz.) per lb.— — @— 31
Copper, Bolts.......— — @— 32
Copper, Braziers' (over 16 oz.).......— — @— 32
Copper, Nails.......— — @— 35
Copper, Old Sheathing, &c., mixed lots.......— 19 @— 21
Copper, American Ingot Lake.......— 21 @— 21½
Copper, English Pig.......— — @— —
Yellow Metal, New Sheathing & Bronze...— — @— 21
Yellow Metal, Bolts.......— 26 @— 28
Yellow Metal, Nails, Sheathing & Slating ..— — @— 21

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.

Spanish Ordinary.......(gold) per 100 lb. 6 — @ 6 87½
German Ordinary.......(gold) 6 — @ 6 87½
English.......(gold) 6 — @ 7 —
Foreign Refined.......(gold)— — @— —
Domestic.......(gold) 6 37½@ 6 50

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.......10 — @— —
Liverpool House Cannel.......14 — @16 —
Anthracite (by cargo) ... per ton of 2,000 lb. 5 — @ 6 —

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 28.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.
Allegheny Val. 7 3-10s		....	....	101	....	....
7s, Income		....	....	....	....	....
Camden & Am. 6s, 1883	163	....	....	....	....	....
6s, 1889		....	....	....	....	....
Mort. 6s, 1889		....	....	....	....	....
Camden and Atlantic		....	50	....	....	....
Preferred	53	58	52½	....	....	....
1st mortgage		....	....	....	....	....
2d mortgage		....	....	....	....	....
Catawissa		14	....	....	....	....
Preferred	41	....	....	41	....	....
New preferred		....	....	....	....	....
7s, new		....	....	....	....	....
Del. & Bound Brook 7s		....	....	....	....	....
Elmira & Williamsport		....	....	....	....	....
Preferred		....	....	....	....	....
7s		....	....	....	....	....
Hunt. & B. Top Mt		....	....	....	....	....
Preferred		....	....	....	....	....
2d mortgage		....	....	....	....	....
Lehigh Navigation	44¾	44¾	45	45	44¾	44¾
6s, 1877		....	....	....	....	....
6s, 1884		....	....	....	....	....
Gold Loan		....	....	103¾	103½	104
Railroad Loan		....	103	103¾	....	....
Conv. Gold Loan		....	....	....	....	....
Lehigh Valley	57⅛	58	57½	57	55¾	55¼
6s, new, coupon		....	....	....	....	....
6s, new, registered		....	....	....	....	....
7s		....	....	110	110	110
Consol. mort. 6s		....	101½	101¼	....	....
Little Schuylkill		....	....	....	....	....
7s		....	....	....	....	....
Minehill & Sch. Haven		....	52½	....	....	52½
North Pennsylvania	50	50	....	....	....	50¼
1st mortgage 6s		....	....	....	....	....
2d mortgage 7s		....	....	....	....	....
Chattel 10s		....	....	....	....	....
Gen'l mort. 7s, coup.		....	....	....	....	....
Northern Central	33¾	34	34¼	34¼	34¼	34
Pennsylvania R. R.	51¾	52⅛	52¼	53	52¼	52⅛
1st mortgage		107	107	....	....	106¾
Gen'l mortgage		....	....	....	....	....
Gen'l mort. reg.		....	....	....	....	....
Consol. mort. 5s, reg		....	....	....	....	....
Penn. State 6s. 2d series	104¼	....	....	....	....	....
Penn State 6s. 3d series		....	....	....	....	....
Philadelphia City, 6s		....	....	....	....	....
6s, new	109	109½	110	110	110	110
Phila. and Reading	43¾	44½	44½	44¼	44¼	44¼
Debenture bonds		....	....	....	....	....
7s, of 1893		....	....	....	....	....
7s, new, convertible		100	100	100	....	....
Gen'l mortgage	105½	....	....	....	....	....
Gen'l mortgage, reg.	105¼	....	105½	....	....	....
Philadelphia and Erie.	17¾	17¾	18	....	....	....
1st mortgage, 6s		....	....	....	....	....
2d mortgage, 7s	93½	....	94	....	94	94
Pittsb., Cin. & St. L. 7s.	84¼	84	83¾	....	....	83¾
Pittsb., Titusv. & Buff.	10	9¾	9¾	9¼	10¼	10¼
Schuylkill Navigation		....	....	....	....	....
Preferred		....	13¾	....	....	....
6s, 1872		....	90	....	....	....
6s, 1876		....	....	....	....	....
6s, 1882		....	76½	....	....	....
6s, 1895		....	....	70	....	....
United Co. of N. Jersey	135	135	135	134¾	134¼	135
Hestonville, (Horse).	31¼	33¼	32¾	32¾	32½	33
Chestnut & Wal. (do.)		....	....	....	....	100
Germantown (do.)	71	70	74¼	71	....	70
Green and Coates (do.)		....	....	....	....	....
Lombard & S'th. (do.)	25	....	....	....	....	....
2d and 3d streets (do.)		....	....	....	....	82¼
Spruce and Pine (do.)		37½	....	39	....	....
13th and 15th sts. (do.)		....	39¾	....	....	40
Union (do.)		....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 28.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.
Baltimore and Ohio		....	....	....	....	....
6s, 1880		....	....	....	....	....
6s, 1885		....	....	....	....	....
Central Ohio		....	....	....	....	....
1st mortgage	98⅛	98¾	98¾	....	98¼	....
Marietta & Cincinnati		....	....	....	....	....
1st mortgage, 7s	106	106¼	106¾	106½	106¾	....
2d mortgage, 7s	94	94	....	....	....	....
3d mortgage, 8s	72¼	....	73	....	74¼	....
Northern Central		....	....	....	....	....
2d mortgage, 6s 1885		....	....	....	103	....
3d mortgage, 6s, 1900		....	....	....	....	....
6s, 1900, Gold		102¼	....	....	102¼	....
Orange and Alex. 1st		....	....	....	....	....
2d mortgage, 6s		....	....	....	....	....
3d mortgage, 8s		....	....	....	....	....
4th mortgage, 8s		....	....	....	....	....
O., Alex. & Manassas 7s	85	....	....	....	....	86¼
Pittsb. & Connellsv. 7s.	103¾	103¼	....	103¾	....	....
Virginia 6s, Consol	66⅞	66¼	....	66⅞	66¼	66¼
Consol. Coupons	88⅜	88¼	88¼	....	88⅜	88¼
Deferred Certificates		....	....	....	....	....
Western Maryland		....	....	....	....	....
1st M., end. by Balt.		....	....	....	....	....
2d M., do.		....	....	....	....	....
3d M., do.		....	....	....	....	....
1st M., unendorsed		....	....	....	....	....
2d M., end. Wash. Co.		....	....	....	....	....
2d Mort., preferred		....	....	....	....	....
City Passenger R. R.		....	80	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
Adams Express			107½	107		
Albany and Susq.						
1st mortgage						
2d mortgage			106½			
American Express	63	62½	63½	63½		63½
Am. Dock and Imp. 7s		100½				100
Atlantic & Pacific pref						2
Atlantic & Pacific Tel				16½		16
Bost., Hart. & Erie 1st						
Burl., C. R. & Minn. 1st	40½	41	41			
Central of N. Jersey	87½	83½	83½	81½	82	83
1st mortgage, new					111½	
7s, consolidated			105½			
7s, convertible	102½	101				101
Central Pacific 6s, gold	108½		108½	108½		108½
1st M. (San Joaquin)					91½	
1st M. (Cal. and Or.)					93½	
Land grant 6s						
Chicago and Alton	98½	98½	98	98½	98½	
Preferred						
1st mortgage						
Sinking Fund						
Income bonds						
Chic., Burl. & Quincy	117½		117			
7s Consol, 1903						
8s, 1883						
Chic. & Milwaukee 1st						
Chic., Mil. and St. Paul	37	36½	36½	36	36	36½
Preferred	65½	63½	63½	63½	64	64½
1st mortgage, 8s						
2d mortgage, 7 3-10s			98			
7s, gold						
1st M. (La Crosse div.)	102½	102½				102½
1st M. (I. and M. div.)	95½		95½			
1st M. (I. and D. div.)						
1st M. (H. & D. div.)						
1st M. (C. & M. div.)						
Consolidated S. F.	89½	89½	89	89	89½	
Chic. & Northwestern	40½		39½	39½	39½	
Preferred	59	59		58½		
1st mortgage						
Sinking Fund						
Consolidated 7s			102	102½	101½	
Consol. Gold bonds	93½	93½	93½	93½	93½	94
Do. reg	93½					
Chic., Rock Isl. & Pac.	105½	105½	105½	105	105½	105½
7s, 1896	110½	110½		110		110½
Clev., Col., C. and Ind.	46	47	47	46		
1st mortgage	108½					
Clev. & Pittsburg guar.	93	93	93	93	93	93
7s, Consolidated						
4th mortgage						
Clev., P. and Ash. 7s						
7s, new						
Col., Chi., & Ind. Cent.	4½					4
1st mortgage	43½			45½		45½
2d mortgage		14				
Consol. Coal of Md.	40	40				40
Del. & Hudson Canal	110	110	107	105	105	105½
Reg. 7s, 1891						111
Reg. 7s, 1884					109	
7s, 1894		108				108
Del., Lack. & Western	106	105½	103	103½	104½	103½
2d mortgage 7s						108½
7s, Convertible						
Det., Mon. & Tol. 1st	102					
Dt. of Columbia 3-65s	71½	70½	70½	70½		70
Erie Railway	15	14½	14½	13½	13½	14
Preferred						
1st mortgage						
2d mortgage			102½	102½	102½	
3d mortgage	102	102½		102½	102½	
4th mortgage	100					
5th mortgage	103					
Great Western 1st mort.						
2d mortgage	64					
Hannibal & St. Joseph	14½	14	13½			13
Preferred				20½		
8s, Convertible						76½
Hudson River 2d mort.						
Illinois Central						96
Kansas Pacific						
Lake Shore & Mich. So.	54½	53½	52½	52½	51½	52½
Consol. 7s	106					
Consol. 7s, reg.						
2d Consolidated						
Lake Shore Div. bonds			104			
Leh. & W.B. 7s, Con					91½	91
Long Dock bonds			108			
L'ville & Nash. 7s Cons.	87½					
Michigan Central	47½	46½	46½	45½	44½	44½
7s, 1902	100½	100½	100½	100	100	100
8s 1882	111½					
M. S. and N. I. 1st, S.F.	106½			106½		
2d mortgage	101½					
Morris and Essex	103½	103½	103½	103	103	103
1st mortgage					114½	115
2d mortgage		111				
7s of 1871	106					
7s, Convertible	100		100			
7s, Consolidated	107½	107½	106			107
N.Y. Cent. & Hud. Riv	110½	110	110½	110	110	110
7s, Sinking fund, 1876						
6s, Sinking fund, 1883	101½	102	101½	101½		
6s, Sinking fund, 1887						106
1st mortgage						
1st mortgage, reg.		117				
N. York and Harlem	139	138½		138	138	
Preferred						
1st mortgage						
1st mortgage, reg.		116				

New York Stock Exchange.

Actual Sale Prices for the week ending May 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
New Jersey			135½			
N.Y., N. Haven & Hart.						
North Missouri 1st M.			95½			96
Ohio and Mississippi	16½	16½	16½	16½	16½	16½
Preferred						
2d mortgage						
Consolidated 7s			98½			
Consol. Sinking fund	99½					
1st M. (Springfield D.)						
Pacific Mail S. S. Co.	20½	22½	22½	24½	27½	26½
Pacific R. R. of Mo.	14		13½	14		
1st mortgage				92½		
2d mortgage			78			
Pacific 7s, guar. by Mo.						
Panama		130		130	140	140
Pitts., Ft. W. & Chi. gtd	103½	104	103½			103
1st mortgage						119½
2d mortgage	111½					
3d mortgage				105½		105
Quicksilver Mining Co.						14½
Preferred						
St. L., Alton and T. H.						
Preferred						
1st mortgage						
2d mort. preferred	93					
Income bonds						
St. L., Iron Mt. & S'thn.						
1st mortgage	101½				101½	102
2d mortgage		78		78		
St. L., Jack. & Chi. 1st				102		
St. L., Kan. City & N.			5½			
Preferred					28	28
Tol., P. & War. 1st E.D.						
1st mort., West. Div.	80					
Tol., Wab. & Western	2½	2½	2½	2		2½
Preferred						
1st mortgage					89½	
2d mortgage						
7s, Consolidated						37
St. Louis Division						
Union Pacific	59½	58½	60½	60½	60	59
1st mortgage	105	104½	105½	105½	105½	105
Land Grant 7s			99½			
Sinking Fund 8s	90	88½	88½	90	90	89½
United States Express		69½		70	70	70
Warren			102			
Wells-Fargo Express			88½		89	89½
Western Pacific bonds	99½		99½	99	99½	
Western Union Tel.	65½	65½	64½	65½	65½	65½
7s, S. F. conv., 1900	99½			99		

Boston Stock Exchange.

Actual Sale Prices for the week ending May 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
Atch., Top. and San. Fe.				15½		15½
1st mortgage	83	82½	83			
2d mortgage	49½	48½				49
Land Grant 7s		76½	76½			
Income 12s			102			102½
Boston and Albany	134			134½	134	134
7s						
6s, 1895						
Boston and Lowell						
7s						
Boston and Maine	95	96½	96	95	95½	
Boston and Providence				147½	147	
Boston, Hart. & Erie 7s	20½	20½	20½	20½	20½	20½
Boston Water Power	9½	9½	9½	9½	9½	
Burl. & Mo. R. in Iowa						
Land Grant 7s		109				
Burl. & Mo. R. in Neb.						
8s, old	102			102	102	102
Carthage and Burl. 8s						
Cary Improvement		2½				
Chi., Burl. and Quincy	118	117½	117½	117	117	117½
7s		109				109
Cin., Sand. and Clev.	9½	9½	9½		9½	
Concord						
Connecticut River						
Eastern	9½	9½	9½	10	10½	11
7s, Sinking Fund						
Fitchburg			124½		124½	
Ind., Cin. & Lafayette						
Michigan Central	46½	47	46	45½	45½	44½
Nashua and Lowell	95					
Northern, N. H.					65	
Norwich & Worcester					126	
Ogden. & Lake Champ.	30	29½			29	
Preferred					81½	
Old Colony	109½					
Ph., Wil. & Baltimore	62½		62½	63	63	62½
Portl'd, Saco & Ports.						
Ports., Gt. Falls & Con.	5½					
Pullman Palace Car	81½				81½	81½
Union Pacific						
6s	103					102½
Land Grant 7s						
Sinking Fund 8s	88	88	88	88	88	87½
Vermont and Canada						25
Vermont and Mass.	103½				104	
Worcester and Nashua						
Cambridge (Horse)			107			
Metropolitan (")	61½					61½
7s						
Middlesex (")						
Central Mining Co.						
Calumet and Hecla	167	166½	166½			
Copper Falls			4			
Franklin						
Quincy	45½		45½			46

New York Stock Exchange.

Actual Sale Prices for the week ending May 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
Federal Stocks:—						
U. S. 5s, 10-40s, reg.	117½	117½	117½			117½
U. S. 5s, 10-40s, coup.			118½			
U. S. 5s, 1881, reg.	117½	117½	117½			
U. S. 5s, 1881, coup.	117½	117½	117½	117½	117½	
U. S. 6s, 1881, reg.	122	121½			121½	
U. S. 6s, 1881, coup.	122½	122½		122½	122½	122½
U. S. 6s, 5-20s, reg. 1865	115			114½		
U. S. 6s, 5-20s, c. 1865	114½			115½		
U. S. 6s, 5-20s, r. n. 1865				119½		
U. S. 6s, 5-20s, c. n 1865	119½	119½		119½	119½	119
U. S. 6s, 5-20s, reg. 1867		121½		121½	121½	121½
U. S. 6s, 5-20s, c. 1867	121½	121½	121½	121½		121½
U. S. 6s, 5-20s, reg. 1868				123	122½	
U. S. 6s, 5-20s, c. 1868				122½		
U. S. 6s, Pac. R.R. issue						

London Stock Exchange.

	Closing Prices. May 12.	Closing Prices. May 5.
Atlantic & Gt. W. 1st mort., $1,000	24 — 26	25 — 27
Do. 2d mort., $1,000	10 — 12	11 — 13
Do. 3d mort., $1,000	4 — 5	4½ — 5½
Atlantic, Miss. & Ohio Consol. mort.	23 — 25	25 — 27
Central of New Jersey Consol. mort	95½ — 96½	95½ — 96½
Central Pacific of California 1st mort.	97½ — 98½	96½ — 97½
Do. (C. & O. div.) 1st mt. gd. bds.	90 — 91	89½ — 90½
Detroit & Milwaukee 1st mort. bonds	35 — 45	35 — 45
Do. 2d do.	35 — 45	35 — 45
Erie shares, $100	13½ — 14½	13 — 13½
Do. Preference Shares	21 — 23	20 — 22
Do. 7 Convertible Gold Bonds	35 — 37	34 — 36
Galveston and Harrisburg 1st mort.	60 — 65	60 — 65
Illinois Central $100 shares	86 — 88	85 — 87
Lehigh Valley Consol. mortgage	91½ — 92½	91 — 92
Marietta and Cincinnati Railway	99 — 101	99 — 101
Mo., Kan. & Tex. 1st M. G. B. Eng.	53 — 56	53 — 56
N. Y. Cent. & Hud. Riv. Mt. bonds	110½ — 111½	110 — 111
Do. 1st mortgage	98 — 100	100 — 102
Pennsylvania, $50 shares	48½ — 49½	48 — 49
Do. 1st mortgage	— —	93 — 96
Philadelphia and Reading $50 shs.	40 — 41	38½ — 39½
Pittsbg, Ft. W. & Chic. Equip. bds.	100 — 102	100 — 102
Union Pacific Land Grant 1st mort.	89 — 91	89 — 91
Do. do. do. 2d do.	94 — 96	94 — 96

American Railroad Journal.

Saturday, May 27, 1876.

Financial and Commercial Affairs.

Money has been offered very freely during the week, and at extremely low rates to responsible borrowers, closing on call at 2@4, and on best mercantile credits at 4@6 per cent per annum. Though some increase of activity has been noted in the financial and commercial lines, the demand for accommodation has not been particularly urgent, and has been very readily met at the ruling figures. The City Bank loan and discount averages fell off over 2½ millions, which indicated less pressure for aid. An important gain of legal tender notes was reported by the banks, whose specie reserve was reduced about half a million. Both the currency and coin balances of the U. S. Sub Treasury were diminished, through the week's operations. The customs of the port added nearly two millions to the coin resources of the office. The U. S. Sub Treasury currency balance was reduced $1,189,546, and the specie reserve $1,360,929. National Bank notes received at the Treasury Department last week for redemption were to the amount of $5,489,000. The City Banks have had their deposits enlarged $93,200; and their legal tender reserve $3,046,000. The specie average has been reduced $481,700. The loan and discount item was cut down $2,598,300. The circulation was diminished $27,800. The U. S. Sub Treasury in this city closed the week with a currency balance of $37,125,171 against $38,264,718 the preceding week; and a coin hoard of $40,840,130 against $42,201,059 on the previous return. The City bank exchanges in currency reached $345,609,496, or a daily average of $57,601,583. The customs revenue of the port

during the week was $1,912,000. The City banks reported their average of gold last week at $18,-399,300, and their greenback average at $45,689,-800. Their deposits stood at $207,993,500. The loan item was $253,210,500. The circulation was $16,112,700.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of $12,090,725 as against $9,549,329, the preceding week.

The aggregate of the outstanding U. S. currency, of all denominations, May 1st was $411,-456,078. The outstanding amount of legal tender notes is $370,527,876. The National bank circulation is now $335,200,000, including $2,099,190 of national gold bank notes.

On Tuesday of this week the cash balances of the Treasury Department at Washington were: of Currency $10,422,813; special deposit of legal tenders for the redemption of certificates of deposit, $37,555,000; Coin, $71,362,996; Coin certificates, $27,004,800.

The week's import entries of Foreign Merchandise at New York were $6,393,015, including $1,019,144 of Dry Goods.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 105 millions; and from Customs, 135½ millions.

Gold has shown rather more activity, almost wholly in the speculative line, and the later dealings indicated a firmer range. The customs call was more extensive, and the export drain fair. The extremes of the price during the week have been 112¼@112⅞, closing on Wednesday at 112¼, as against 112⅝ on Wednesday of the preceding week. The specie outflow last week was $1,519,-588, against $1,571,859 the previous week. The imports of specie at this port last week were $3,-190, and since January 1st $1,586,421 as against $6,246,912 same time last year. The customs demand for gold last week averaged $318,667 per day. Foreign Exchange has been in moderate request and quoted easier. Bankers sixty day bills on London closed on Wednesday at $4 87½@$4 88½; sight bills on London at $4 89½@$4 90½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $5,262,023. The week's imports of Dry Goods and general merchandise were to the specie value of $6,393,015 as against $5,844,895 the corresponding week of 1875.

Government Securities have been fairly active, the demand on investment account having been more animated, and have been quoted generally firmer in price. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is $344,883,-850.

U. S sixes of 1881 closed on Wednesday of this week at 122⅛@122¾; U. S. Five-Twenties of 1865, at 114⅞@115⅛; U. S. Five-Twenties of 1865 consolidated, 119@119¼; U. S. Five-Twenties of 1867, 121¼@121⅜; U. S. Five-Twenties of 1868, 122¾@123; U. S. Ten-Forties at 118½@118¾; U. S. Fives of 1881, (Funding Loan) 117⅛@117⅜; Six per cent. currency Sixes, 127⅛@127½.

State and Railway bonds have been fairly active and generally quoted somewhat firmer, with the more substantial loans offered with reserve. And in the line of Railway and Miscellaneous share property more activity has been noted though prices have been variable closing in most instances with more steadiness.

General business has been quite active in the line of domestic produce, though generally at lower figures for Provisions and Cotton, and at the close for Breadstuffs. Foreign merchandise has been quiet and irregular. In the line of dry goods, the features of the week's movements have been extraordinarily large sales at auction of domestic Cotton at, on the whole, fair prices. Metals have been more active, but without important changes in values. Eglinton Pig Iron quoted here at $27 50@$28 50; Glengarnock $29 50@$30; Coltness $30@$31; No. 1 American Pig at $22; No. 2 do. at $20; Forge, $17 50@20; American Rails at works, $40@$45; Old Rails $22 50@$25. Wrought Scrap, $28@$30. Ocean freights have been fairly active especially in the line of Grain accommodation, largely for the Continent, at generally firmer rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—International R. R. 1st mort., 70; Warren R. R. 2d mort., 106; Chesapeake and Ohio 1st mort., coupon on, 28; Rensselaer and Saratoga 1st mort., 116½; Chicago, Rock Island and Pacific 6s, S. F., 100; Jefferson R. R. 1st mort., 80; Missouri, Kansas and Texas, R. R., 9; New Jersey Southern R. R., 1¼; Union Mining Co., 1½; Missouri 6s, (H. and St. J. R. R.) 1876, 102½; do. 1886, 104¼; do. 1887, 105; Tennessee 6s, new, 43½; do. old, 45½; do. new series, 43¼; Louisiana 7s, consol., 66½; Missouri 6s, long bonds, 105½; New York State 7s, Bounty Loan, reg., 105⅜; North Carolina 6s, Fund Act 1866, 11. The latest quotations are: Pacific Mail, 26⅛@26¼; Western Union Telegraph, 65½@65⅝; Atlantic and Pacific Tel., --@15; Quicksilver Mining, 14¾@15; do. pref., 18½@22; Mariposa Land and Mining, 5@7; do. pref., 6@8; Adams Exp., 107@108; American Exp., 63⅛@63½; U. S. Express, 70@71; Wells-Fargo Express, 89@90; Chicago and Alton, 97@98½; Cleveland and Pittsburg, 92¾@93; Chicago and Northwestern, 39¾@39⅞; do. pref., 58¾@59; Chicago, Rock Island and Pacific, 105@105⅜; Chicago, Milwaukee and St. Paul, 36⅛@36⅜; do. pref., 64@64¼; Cleveland, Columbus, Cincinnati and Indianapolis, 45@46; Columbus, Chicago and Indiana Central, 4¼@4½; Delaware, Lackawanna and Western, 103½@103¾; Erie, 13¾@13⅞; Hannibal and St. Joseph, 12¾@13¼; do. pref., 20@23; Lake Shore and Michigan Southern, 52¼@53⅜; Michigan Central, 44¾@44⅞; New York and Harlem, 137@139; N. Y. Central and Hudson River 110@110⅛; Central of New Jersey 81@82¼; Ohio and Miss., 16¾@16⅞; Panama, 138@143; Toledo, Wabash and Western, 2¼@2½; Pacific R. R. of Mo., 12¼@13¼; Union Pacific, 58½@58¾; do. 1st mort., 104⅞@105; do. 7s, land grant, 99@99½; do. sinking fund 8s, 89@89¾; Central Pacific 6s, gold, 108¾@109.

Philadelphia.—East Pennsylvania R. R. 6s, 100; West Jersey R. R. 6s, 1883, 85; Perkiomen R. R. 6s, 90; Philadelphia and Reading 6s, 1880, 104; West Chester and Philadelphia R. R. 7s, 107; Connecting R. R. 6s, 100; Pennsylvania Canal 6s, 100; Philadelphia and Reading Coal and Iron deben. 7s, 78¾; Northern Pacific 7.30s, 14¾; Nesquehoning Valley R. R., 51; Philadelphia, Germantown and Norristown R. R., 100; 13th and 15th sts. R. R. 7s, 105¾; Central Transp., Co., 47¼; Cincinnati 7.30s, 108⅜. The latest quotations are: City 6s, 104@—; do. free of tax, 110@110¼; Pennsylvania State 6s, 2d series, 104@—; do. 3d series, 113@114; Philadelphia and Reading, 44@44¼; do. Gen'l mort. 7s, coup., 105@107; do. reg., 105@107; do. mort. 6s, 1880, 104@106; do. 7s, new conv., 99@100; do. 7s, 1893, 106@108; United New Jersey R. R. and Canal Co., 135@135; Camden and Amboy mort. 6s, 1889, 104@104; Pennsylvania R. R., 52⅞@53; do. 1st mort., 106¾@107; do. general mort. coupon, 105@—; do. reg., 106@—; Little Schuylkill R. R., 49@50; Morris Canal, 54@60; do. pref., 133@136; do. 6s, 100@—; Susq. Canal, 6@9; do. 6s, 73@75; Schuylkill Nav., 6@8; do. pref. 12½@13¼; do. 6s, 1882, 75@77; do. 1872, 85@89½; Elmira and Williamsport pref., 40@—; do. 7s, 102½@104; do. 5s, 65@70; Lehigh Coal and Navigation, 44½@44¾; do. 6s, 1884, 102@103; do. R. R. Loan 102½@103; do. Gold Loan, 103½@104; North Pennsylvania, 50½@50¾; do. 6s, 107@—; do. 7s, 105@—; do. Gen'l mort. 7s, 107¼@—; do. chattel 10s, 103@103; Philadelphia and Erie 17⅞@18⅛; do. 6s, 99¾@100½; do. 7s, 93½@94; Minehill, 52@52½; Catawissa, 13¾@15; do. pref., 40½@41; do. new pref., 41@41; do. 7s, 1900, 106@108; Lehigh Valley, 55¼@55½; do. 6s, new coupon, 106½@107; do. reg., 107@—; do. 7s, 109¾@110¼; do. consol. mort., 101½@101¾; Fifth and Sixth streets (horse), 67@—; Second and Third, 80@83; Thirteenth and Fifteenth, 39@40; Spruce and Pine, 37@40; Green and Coates, 50@56; Chestnut and Walnut, 100@101; Hestonville, 33@33⅛; Germantown, 69@71; Union, 102@—; Lombard and South, 20@28; Ridge Avenue, 56@—; Tenth and Eleventh 125@—.

Boston.—Cheshire R. R., 45; Manchester and Lawrence R. R., 128; New Bedford R. R., 108½; Boston, Revere Beach and Lynn R. R., 113; Connecticut and Passumpsic Rivers R. R. pref., 38; Michigan Central Air Line 8s, 88; Eastern R. R. 7s, notes, 49; Burlington and Missouri River R. R. in Nebraska 8s, new, 91; Old Colony R. R. 7s, 112½; Vermont and Canada Extension 8s, 60; Fitchburg R. R. 7s, 112½; Brookline Land, 4⅝; Boston Land Co., 7¼; Quincy R. R., Bridge Co., 111½; Maine 6s, 1883, 108; Massachusetts 6s, 1894, gold, 113½; Boston 5s, gold, 112; do. 6s, 1880, reg., 107; St. Louis City 6s, 1881, 103; St. Louis County 7s, 1888, 108; Bath 6s, 1887, 103; Bangor 6s, 1894, 102½; Toledo 8s, 1878, 103; do. 1893, 111¾; Cincinnati 7.30s, 1902, 105¾; Chicago 7s, 1894@1899, 103¾; Belfast 6s, 1885, 102½.

Baltimore.—Baltimore City 6s, 1875, 101⅝; do. 1886, 110½; do. 1890, 109¾; do. 1900, 109¾; do. 1902, 110¾; Cincinnati 7.30s, 108⅛; Virginia and Tennessee 8s, 70; do. 2d mort. 6s, 69; Chesapeake and Ohio 6s, 29; York and Cumberland 3d mort. 6s, guar., 101; Canton Co. 6s, end., 94; Atlantic Coal, 1.90. The latest quotations are: Wilmington and Weldon 7s, 103⅞@104; Wilmington, Columbia and Augusta

7s, —@41; Richmond and Danville 1st mort., 68@72; Pittsburg and Connellsville 7s, 1898, 103⅝@103¾; Baltimore and Ohio, 159@161; do. pref., —@108; do. 2d pref., 103¾@104; do. 6s, 1880, 104@104¾; do. 1885, 103@103½; Washington Branch, —@145; Northern Central, 35@38; do. 6s, 1877, 101@—; do. 6s, 1885, 103@103½; do. 6s, 1900, —@100½; do. 6s, 1900, gold, 102⅜@102½; N. W. Va. 3d mort., 1885, 95@—; Marietta and Cincinnati 1st mort. 7s, 1892, 105@106¾; do. 2d mort. 7s, 93¼@94; do. 3d mort. 8s, 73⅜@74; Central Ohio, 35@38; do. pref., 40@42; do. 1st mort., 98@101½; Western Maryland 1st mort. 6s, 1890, 91@91½; do. 1st mort. guar., 104½@—; do. 2d mort. guar., 104@—; do. 3d mort. guar., 104@106; do. 2d mort. pref., 97½@—; do. 2d mort., guar. by Washington Co., 100¼@104; Virginia and Tennessee 2d mort. 6s, 69@69½; do. 3d mort. 8s, —@69; Orange and Alexandria 1st mort. 6s, 80@84⅜; do. 2d mort. 6s, 71¼@74; do. 3d mort. 8s, 60@—; do. 4th mort. 8s, 40@50; Orange, Alex. and Manassas 7s, 84⅜@85¼; Baltimore 6s, 1875, 101½@102; do. 1884, 109@109½; do. 1886, 110½@110½; do. 1890, 109@110; do. 1900, 109⅝@109⅞; do. 1902, 110@110½; do. 6s, exempt, 113¼@113¾; do. 5s, 93@—; Memphis City 6s, —@50; Maryland Defense 6s, 1883, 114¾@115; do. 6s, 1890, 108@108; do. 6s, exempt, 114@115; do. 5s, 90@100; Virginia coupon 6s, old, 31@36; do. new, 31@36; do. consol. 6s, 66⅜@66½; do. 2d series, 31@36; Virginia Consol. coupons, 88@88½; West Virginia def. certif., 8¼@8⅞; City Passenger R. R., 29¼@31; George's Creek Coal, 140@150; Atlantic Coal, 1.85@2.00; Canton Co., —@40; do. 1st mort. 6s, —@94.

EXECUTIVE OFFICE,
TEXAS AND PACIFIC RAILROAD COMPANY,
PHILADELPHIA, May 19, 1876.

☞ THE INTEREST COUPONS MATURING June 1, 1876, on the consolidated mortgage bonds of this company, will be paid on presentation at the office of the company, in Philadelphia, or at its agency, No. 50 Exchange Place, in the City of New York, unless the bonds have been registered, in which case they will be paid only when presented with a power of attorney (properly authenticated) of the party in whose name such registry has been made.

F. S. BOND, Vice President.

☞ The article from the Railway World, giving the "Railway Features of the Centennial Exposition," which we transfer to our columns, will be found both interesting and instructive. It is probably not as compete as it ought to be, but suppose that whatever omissions there may be will be supplied in subsequent numbers of that paper.

☞ We give on another page a pretty full report from the columns of the Ledger, of the proceedings of the Ninth Annual Convention of the American Railway Master Mechanics' Association, held in Philadelphia on the 14th and 15th of this month, to which we refer our readers. It will well repay a careful perusal.

☞ The directors of the Kansas City, Topeka and Western Railroad Company, (formerly Kansas Midland), elected on the 12th inst. are: D. L. Lakin, F. W. Giles, Jacob Smith, F. Wilder, Topeka; A. J. Dull, Harrisburg, Pa.; Thomas Nickerson, Joseph Nickerson, F. H. Peabody, Boston. F. H. Peabody was elected President, and Thomas Nickerson Secretary and Treasurer.

Railroad Earnings.

The earnings of the Chicago and Alton Railroad for the second week in May, 1876, were $104,430 04, against $88,597 82 for the second week in May, 1875, an increase of $15,832 22. From January 1 to May 15, 1876, the earnings were $1,555,018 30, against $1,548,320 24, for the corresponding period of 1875, an increase of $6,698 06.

The earnings of the Ohio and Mississippi Railroad for the second quarter of May, 1876, were $75,046 17, against $61,964 87 for the second quarter of May, 1875, an increase of $13,081 30.

The earnings of the Michigan Central Railroad for the second week in May, 1876, were $141,637 63, against $129,377 12, for the second week in May, 1875, an increase of $12,260 51.

The earnings of the Chicago, Milwaukee and St. Paul Railway for the second week in May, 1876, were $167,000, against $173,503, for the second week in May, 1875, a decrease of $6,503. From January 1, to May 15, the earnings were $2,600,519, against $2,274,248 for the corresponding period of the previous year, an increase of $326,271.

The earnings of the Missouri, Kansas and Texas Railroad for the second week in May, 1876, were $44,797 49, against $49,109 31, for the second week in May, 1875, a decrease of $4,311 82.

Philadelphia and Erie Railroad.

The Philadelphia and Erie Railroad Company make the following exhibit of business for the month of April, 1876:

Gross earnings	$300,832 73
Gross expenses	188,112 24
Net earnings	$112,720 49
Gross earnings first 4 mos. 1876	$1,005,960 87
Gross earnings first 4 mos. 1875	909,087 93
Increase	$96,872 94
Net earnings first 4 months 1876	$306,729 73
Net earnings first 4 months 1875	269,299 23
Increase	$37,430 50

St. Louis, Rockford and Chicago Railroad.

It is announced that the name of the Rockford, Rock Island and St. Louis Railroad will be immediately changed to the "St. Louis, Rockford and Chicago Railroad," and pass under control of the new corporation, composed of H. Osterberg, Charles H. Deere, John M. Gould, W. C. Brewster, C. D. Sweeny, George Skinner, and Walter Trumbull. The company, on purchasing the road, will at once execute mortgages, in accordance with the instructions of the Frankfort committee, giving a fresh lien to the Austrian German Bank, of Frankfort, for $260,000, borrowed to complete the purchase of property, and a second lien to the purchasing bondholders to cover their 20 per cent. assessment and the value of their bonds as fixed by the court. This includes Miss Hooper, who holds bonds, and Captain Robinson, who holds certificates for bonds. The new second mortgage bonds will be for $1,000,000, running for ten years, and bearing 7 per cent. interest in gold.

☞ Mr. Sandford Fleming, C. E., has reported on the Newfoundland Railway Survey to the Government of that Island. The length of the road is to be 360 miles, and the estimated average cost $63,500 per mile, or about £2,500,000 stg. for the whole line.

Commerce of Chicago.

According to the detailed reviews of the trade and commerce of Chicago during the past year, the aggregate wholesale business in produce, merchandise and manufactured goods is placed at $657,000,000, against $639,000,000 in 1874. The only falling off was in transactions in farm products, and this was due largely to the less number of hogs. The number of hogs brought to Chicago in 1875 was 3,912,110 against 4,258,379 in 1874. In cattle there was an increase from 843,966 head in 1874, to 920,843 in 1875. The total receipts of grain last year, reducing flour to bushels, were 79,505,050 bushels, against 95,611,713 bushels in 1874, a decline of 16,000,000, of which over 8,000,000 bushels were in corn and 5,500,000 bushels in wheat. The Tribune of that city states that the increased value of the goods sold does not fairly illustrate the increase in the volume of business. Prices last year averaged ten per cent. less than in 1874, and consequently the average bulk or quantity of goods handled was over twenty per cent. greater than in 1874. The same was true of the sales of manufactured goods. To the increase in value, therefore, must be added the increase in quantity necessitated by the reduction in prices.

☞ Judge Welford, of the Circuit Court of Richmond, Va., has appointed Col. Thomas J. Evans a commissioner to take an account of all the property, real and personal, and of all the rights and interests of or belonging to the Chesapeake and Ohio Railroad Company, and an account of all the indebtedness of the company of every description whatever.

☞ The Erie Railway Company announce that the laying of the third rail between Buffalo and Elmira has been completed, and test trains were run in both directions over the entire distance on the 22d inst. The completion of the third rail enables the Erie to run narrow gauge cars between all points of the West and Philadelphia without change.

☞ A committee of the Mississippi Legislature has reported that the debt of the State on the 1st of last January was $3,341,162, and the available assets $709,558. The value of the taxable property of the State is: Real estate, $95,872,497; personal estate, $35,539,555—making a total of $131,412,052.

☞ The New Almaden Quicksilver mines have yielded 306,453 flasks of quicksilver, weighing 46,398,654 pounds, since the year 1853. These mines are near San Jose, Cal., 1,300 feet deep, and employ about 600 men. From January, 1864, to December, 1875, the mining work amounted to 129,724 feet, costing $1,000,000.

☞ At the annual meeting of the Windsor and Forest Line Railroad, held at E. Jones's Hotel, Marlow, N. H., on the 10th inst., a board of directors was elected with James Burnap, Esq., of Marlow, as President.

☞ At a private meeting of friends of the Middleborough Railroad, held in New Bedford on the 21st inst., it was decided to push the project of a narrow gauge road, and several thousand dollars were subscribed to the stock.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30, '75	11.00	153	45	Albany .....N.Y.	221,500	200,000	79,500	—	131,000	38,717	6	100	100	...
Sept. 30, '75	1.00	—	—	Albany st. Freight (B'ton).Mass.	49,288	75,000	—	—	1,999	158	—	100	100	...
Sept. 30, '75	25.00	491	98	Atlantic Avenue (Bklyn)..N. Y.	1,261,912	650,200	490,000	20,107	376,017	126,809	5	100	100	...
Dec. 31, '75	9.81	704	106	Baltimore City (Balt.).....Md.	1,000,000	1,000,000	—	—	616,538	221,900	6	25	25	30
Sept. 30, '75	22.00	396	43	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,801,795	900,000	697,000	49,107	246,785	51,992	—	100	100	...
Sept. 30, '75	5.82	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,099	6.2	100	100	...
Sept. 30, '75	13.88	310	60	Broadway (Brooklyn).....N.Y.	473,576	200,000	210,000	40,659	225,486	53,516	12	100	100	...
Sept. 30, '75	16.25	1200	147	B'dway & 7th Av.(N.Y.C.)N.Y.	3,907,099	2,100,000	1,500,000	286,159	1,004,802	268,261	6	100	100	...
Sept. 30, '75	8.25	9 D.	32	Brooklyn, Bath & Coney I.N.Y.	266,105	—	80,000	—	47,051	Loss.	—	—	—	...
Sept. 30, '75	89.00	1973	441	Brooklyn City.....N.Y.	2,460,056	2,000,000	300,000	70,000	1,469,316	321,341	13	10	10	...
Sept. 30, '75	22.50	287	72	Brooklyn City & Newtown.N.Y.	879,359	—	400,000	55,710	196,743	59,363	—	—	—	...
Sept. 30, '75	19.83	231	57	Brooklyn, Cross-Town.....N.Y.	719,856	395,400	300,000	2,336	178,983	37,348	—	100	100	...
Sept. 30, '75	17.85	111	28	Buffalo East Side .....N.Y.	414,238	28,000	238,000	140,838	62,332	9,991	—	100	100	...
Sept. 30, '75	17.62	411	71	Buffalo street (Brooklyn)...N.Y.	648,928	100,000	563,889	114,457	211,606	32,422	—	100	100	...
Sept. 30, '75	11.00	134	32	Bushwick (Brooklyn) .....N.Y.	499,604	309,000	200,000	1,580	176,149	107,374	—	100	100	...
Sept. 30, '75	39.30	—	—	Cambridge (Boston) .....Mass	824,300	824,300	150,000	—	77,187	77,187	9	100	100	107
Sept. 30, '75	4.92	149	30	Central Cross-Town.N. Y City.	847,046	600,000	240,000	20,519	74,979	Deficit	—	100	100	...
Sept. 30, '75	24.00	1108	131	Cen. P., N.& E.R. (N.Y.C.)N.Y.	4,076,700	1,676,700	1,200,000	10,759	772,315	163,266	—	100	100	...
Sept. 30, '75	6.00	175	26	Christopher & Tenth st..N.Y.C.	768,500	650,000	68,500	1,507	93,112	5,617	—	100	100	...
Oct. 31, '75	9.80	342	49	Citizens' (Phila.).....Pa.	232,467	192,750	—	—	359,714	106,982	40	50	20	130
Oct. 31, '75	9.61	227	38	Citizens' (Pittsburg) .....Pa.	179,870	184,000	50,000	7,905	207,918	41,817	26½	50	46	...
Sept. 30, '75	15.03	248	26	Coney Island & Brooklyn. N.Y.	716,759	500,000	307,000	37,070	207,280	37,793	—	100	100	...
Sept. 30, '75	11.25	876	131	Dry Dock,E.B.&B.(N.Y.C)N.Y.	1,191,213	1,200,000	1,005,000	—	937,476	322,356	8	100	100	...
Sept. 30, '75	10.31	1075	112	Eighth Avenue (N.Y City)N.Y.	1,823,076	1,000,000	203,000	105,000	839,785	136,410	12	100	100	...
Dec. 31, '75	7.09	92	17	Elizabeth and Newark....N. J.	276,920	232,725	—	44,195	46,833	8,443	—	100	100	...
Oct. 31, '75	5.67	32	20	Federal St. & Pl. Val. (Pbg.).Pa.	156,719	160,000	75,000	10,000	72,901	8,639	—	25	25	...
Sept. 30, '75	10.26	453	64	42d st.& Gr'd st. F.(N.Y.C.)N.Y.	1,054,679	748,000	236,000	49,022	348,096	56,907	9	100	100	...
Oct. 31, '75	12.86	502	71	Frankford & Southwark(Ph.)Pa.	937,902	600,000	211,500	—	492,715	98,104	10	50	50	72
Oct. 31, '75	34.91	452	78	Germantown (Phila.).....Pa.	772,805	539,514	106,500	21,600	471,319	103,017	7	50	50	70
Sept. 30, '75	8.77	153	27	Gr'd st. & Newtown (Bk'n)N.Y.	321,840	170,000	90,000	6,100	95,236	24,405	—	100	100	...
Sept. 30, '75	8.50	172	41	Gr'd St. Prosp. Pk.& Flatb.N.Y.	460,593	200,000	200,000	102,427	77,578	2,700	—	100	100	...
Oct. 31, '75	7.94	241	43	Green and Coates st. (Phila.).Pa.	262,912	150,000	100,000	6,500	211,719	61,322	27½	50	15	58
Sept. 30, '75	11.95	189	26	Harlm.Br.,Morr. & F'dham.N.Y.	287,502	299,100	146,000	—	97,966	5,364	—	100	100	...
Sept. 30, '75	11.85	321	56	Hous.,W. st. &Pavonia Fy.N.Y.	717,250	238,750	478,500	—	238,493	50,400	—	100	100	...
Oct. 31, '75	17.22	471	75	Hest., Mant. & F'mount (Ph.)Pa.	402,727	300,000	125,000	21,737	359,918	93,105	16	50	25	33
Sept. 30, '75	6.50	204	33	Highland (Boston).....Mass.	450,083	220,000	120,000	128,222	227,438	41,250	8	100	100	...
Sept. 30, '75	10.75	66	22	Jamaica,Woodh'n & BklynN.Y.	100,000	100,000	—	—	22,019	594	—	100	100	...
Oct. 31, '75	5.69	132	22	Lombard and South st. (Ph.).Pa	179,807	125,000	62,560	—	109,882	21,309	12	25	12½	25
Sept. 30, '75	7.50	7	4	Long Island City Shore...N. Y.	165,000	75,000	90,000	—	20,761	3,337	—	100	100	...
Sept. 30, '75	5.09	50	12	Lowell Horse.....Mass.	100,569	93,100	—	7,762	33,927	4	—	100	100	...
Sept. 30, '75	12.79	252	37	Lynn and Boston .....Mass.	291,296	200,000	50,000	51,017	166,496	15,587	—	100	100	...
Sept. 30, '75	3.50	—	—	Malden and Melrose.....Mass.	60,246	165,500	15,000	—	—	—	—	100	100	...
Sept. 30, '75	5.21	60	15	Merrimac Valley.....Mass.	79,770	50,000	—	—	33,422	2,615	—	100	100	...
Sept. 30, '75	47.59	1317	268	Metropolitan (Boston) ...Mass.	2,703,161	1,500,000	743,442	326,245	1,126,707	219,958	7½	100	100	61½
Sept. 30, '75	16.03	312	63	Middlesex (Boston).....Mass.	733,080	400,000	376,000	153,158	249,821	54,506	6	100	100	...
Sept. 30, '75	8.55	52	32	Naumkeag.....Mass.	207,197	150,000	35,900	1,800	32,060	2,792	—	100	100	...
Sept. 30, '75	3.82	35	8	New Bedf'd & Fairhaven. Mass.	81,066	50,000	—	30,190	23,275	2,457	—	100	100	...
Sept. 30, '75	4.20	5 D	12	New York Elevated .....N.Y.	1,677,522	798,300	771,000	108,322	93,657	def.477	—	100	100	...
Sept. 30, '75	7.50	52	17	New Wmsburg & Flatbush.N.Y.	328,558	300,000	.....	—	65,356	3,197	—	100	100	...
Sept. 30, '75	6.10	200	20	Ninth Avenue (N. Y. City)N.Y.	999,422	799,200	207,000	20,663	106,330	13,432	—	100	100	...
Sept. 30, '75	11.16	124	29	North 2d St. & Middle Vil.N.Y.	242,310	142,100	125,000	2,348	148,351	69,979	—	100	100	...
Dec. 31, '75	13.09	241	47	Orange and Newark .....N.J.	1,041,157	290,000	700,000	156,420	222,901	31,077	—	100	100	...
Sept. 30, '75	14.40	160	42	Park Avenue (Brooklyn)..N.Y.	412,099	200,000	300,000	56,000	123,715	31,978	—	100	100	...
Oct. 31, '75	9.83	57	13	People's (Scranton).....Pa.	162,719	150,000	—	15,000	42,108	13,108	8	100	100	...
Oct. 31, '75	6.69	21	14	People's (Pottsville).....Pa.	152,114	100,000	35,000	8,107	23,591	1,006	—	50	20	...
Oct. 31, '75	12.79	641	119	Philadelphia City (C.& W.).Pa.	793,912	500,000	200,000	69,108	562,307	123,409	20	50	25	100
Oct. 31, '75	6.22	—	15	Philadelphia and Darby.....Pa.	326,859	200,000	100,000	—	—	24,000	8	20	20	...
Oct. 31, '75	13.17	151	22	Philadelphia & Gray's Ferry.Pa.	311,718	300,000	6,500	32,700	131,718	41,718	10	50	30	39
Oct. 31, '75	8.75	137	40	Pbg., Allegheny & Manchest.Pa.	392,718	300,000	100,000	—	171,319	45,310	8	50	50	...
Oct. 31, '75	6.50	121	20	Pittsburg and Birmingham..Pa	196,822	150,000	50,000	—	81,310	13,108	—	50	37½	...
Oct. 31, '75	10.00	132	29	Pbg, Oakland & E. Liberty..Pa.	191,927	150,000	45,000	37,040	59,172	—	—	50	50	...
Dec. 31, '75	7.13	71	18	Portland .....Me.	175,000	157,600	—	1,000	49,853	4,791	—	100	100	...
Sept. 30, '75	5.00	40	13	Poughkeepsie City .....N.Y.	131,702	76,705	27,000	38,906	23,548	2,643	—	100	100	...
Sept. 30, '75	16.75	212	44	Prospect Park & Coney I.N.Y.	1,011,126	500,000	500,000	3,224	151,178	43,339	—	100	100	...
Dec. 31, '75	14.12	280	44	Ridge Avenue (Ph.).....Pa.	423,951	450,000	58,400	—	249,316	51,102	10	50	30	58
Sept. 30, '75	17.00	156	47	Rochester and Brighton ...N.Y.	263,509	105,000	138,000	32,450	122,807	45,789	—	100	100	...
Sept. 30, '75	22.00	1109	159	Second Avenue (N.Y. City)N.Y.	2,547,402	1,199,500	1,317,000	45,000	780,147	135,657	8	100	100	...
Oct. 31, '75	41.66	635	115	2d and 3d street (Phila.).....Pa.	822,901	671,576	109,300	—	571,222	192,513	17½	50	31¾	82½
Oct. 31, '75	7.50	301	38	17th and 19th street (Phila.)..Pa.	209,437	160,000	50,000	10,000	249,668	79,314	12½	50	16	44
Sept. 30, '75	8.37	1075	112	Sixth Avenue (N.Y. City).N.Y.	2,367,088	750,000	415,000	830,000	836,910	162,869	10	100	100	...
Sept. 30, '75	10.36	350	62	South Boston .....Mass.	546,268	450,000	—	26,268	306,565	35,976	7½	100	100	...
Sept. 30, '75	6.50	106	26	South Brooklyn & Park....N.Y.	114,774	150,000	100,000	26,642	47,241	6,210	—	100	100	...
Sept. 30, '75	1.75	—	—	South Ferry .....N.Y.	280,111	150,000	137,000	22,500	31,791	6,496	—	100	100	...
Sept. 30, '75	5.09	38	9	Springfield .....Mass.	90,912	50,000	—	26,883	26,922	792	—	100	100	...
Sept. 30, '75	8.00	40	13	Staten Island .....N.Y.	31,000	31,000	—	—	18,288	Deficit	—	100	100	...
Sept. 30, '75	2.53	24	6	Stoneham street (Boston)..Mass	42,969	33,000	—	—	2,144	1,729	6	100	100	...
Sept. 30, '75	2.23	22	10	Syracuse and Geddes.....N.Y.	32,286	25,000	25,000	—	15,619	2,614	8	100	100	...
Sept. 30, '75	2.60	17	5	Syracuse and Onondaga ...N.Y	51,267	37,000	—	5,000	14,382	3,796	—	100	100	...
Sept. 30, '75	4.32	32	8	Taunton.....Mass.	57,198	40,000	—	9,000	17,436	985	—	100	100	...
Oct. 31, '75	9.20	342	49	10th & 11th st. (Citizens')...Pa.	232,467	192,750	—	—	359,714	106,982	40	50	20	130
Oct. 31, '75	10.75	251	37	13th and 15th streets (Phila.).Pa.	281,709	334,529	100,000	—	213,529	47,901	10	50	16½	40
Sept. 30, '75	18.00	2004	283	Third Avenue (N. Y. City).N.Y.	4,076,069	2,000,000	2,000,000	30,000	1,824,149	604,928	10	100	100	...
Sept. 30, '75	6.50	30	8	Troy and Albia.....N.Y.	74,640	44,700	34,375	1,468	18,016	3,365	—	100	100	...
Sept. 30, '75	4.98	—	—	Troy and Cohoes.....N.Y.	50,000	50,000	—	—	—	—	—	100	100	...
Sept. 30, '75	4.88	280	67	Troy and Lansingburg.....N.Y.	330,304	250,000	102,000	100,565	170,326	17,506	—	100	100	...
Sept. 30, '75	5.00	170	32	23d street (N.Y. City).....N.Y.	910,876	600,000	250,000	20,913	168,116	29,968	4	100	100	...
Sept. 30, '75	—	775	114	Union (Boston) .....Mass.	503,121	367,800	6,500	268,571	530,604	49,984	10	100	100	120½
Oct. 31, '75	36.00	860	151	Union (Phila.).....Pa.	1,410,918	500,000	500,000	—	701,309	241,302	40	50	30	100
Sept. 30, '75	35.00	—	28	Union (Providence).....R.I.	796,180	614,300	75,000	101,880	409,731	99,385	3	100	100	...
Sept. 30, '75	4.42	—	—	Union Freight (Boston)...Mass.	253,778	300,000	—	4,600	15,000	13,707	—	100	100	...
Sept. 30, '75	13.11	92	—	Utica, Clinton & Bingham.N.Y.	324,553	121,400	200,000	—	48,590	6,495	—	100	100	...
Sept. 30, '75	2.50	18	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	18,141	3,848	3½	100	100	...
Sept. 30, '75	3.21	12	4	Waltham and Newtown..Mass.	46,253	30,000	—	18,609	7,191	d.2,925	—	100	100	...
Sept. 30, '75	14.50	164	30	Watervliet (Albany) .....N.Y.	342,797	240,000	122,000	—	86,238	12,508	2½	100	100	...
Oct. 31, '75	16.25	522	75	West Philadelphia.....Pa.	622,109	500,000	100,000	—	462,119	109,401	20	50	50	...
Oct. 31, '75	4.38	22	7	Wilkesbarre and Kingston..Pa.	100,000	100,000	—	—	31,303	14,901	10	50	50	...
Sept. 30, '75	5.37	—	—	Winnisimmet (Boston)... Mass.	52,500	60,000	—	—	3,600	3,087	4	100	100	...
Sept. 30, '75	5.82	14	4	Winthrop (Boston) .....Mass.	125,435	100,000	45,000	9,389	8,098	509	—	100	100	...
Sept. 30, '75	4.38	51	12	Worcester.....Mass.	103,156	40,000	33,000	37,275	32,907	3,695	—	100	100	...

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter. st Rate.	Inter. st Payable.	Principal Payable.	Market Price
	$	pc			
Albany:					
1st Mortgage.....	79,500	7	J.& J.	1883	....
Atlantic (Bklyn) Ave.:					
1st Mortgage.....	115,000	7	A&O.	1881	....
1st Mort. (Gr'wood Line.)	100,000	7	A&O.	1884	....
Consolidated Mortgage...	289,000	7	J.& J.	1885	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	697,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage.....	210,000	7	J.&D.	1882	...
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	1892	...
Brooklyn City:					
1st Mortgage.....	300,000	7	M&N	1882	....
Brooklyn City & Newtown:					
1st Mortgage.....	400,000	7	J.&D.	1879	...
Brooklyn Cross-Town:					
1st Mortgage.....	300,000	7	J.& J.	1888	....
Buffalo East Side:					
1st Mortgage.....	200,000	7	J.& J.	1894	....
Buffalo Street:					
1st Mortgage.....	500,000	7	M&N	1893	....
Bushwick:					
1st Mortgage.....	200,000	7	J.& J.	1889	....
Cambridge (Boston):					
1st Mortgage, guar.....	150,000	6	J.& J.	1881	....
Central Cross-town(N Y C.):					
1st Mortgage.....	240,000	7	A.&O	1894	....
Central Park, N & E. River:					
1st Mortgage, consol....1,	200,000	7	J.&D.	1895	....
Coney Island & Brooklyn:					
1st Mortgage.....	307,000	7	J.& J.	1877	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage (Consol.).1,	000,000	7	J.&D.	1891	...
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	1896	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	236,000	7	A&O.	1883	...
Frankford and Southwark:					
1st Mortgage.....	111,500	7	J.& J.	1877	....
2d Mortgage.....	100,000	7	M&N	1891	....
Germantown:					
2d mortgage	100,000	7	J.&D.	1884	....
Grand St. & Newtown:					
1st Mortgage.....	90,000	7	A.&O	1887	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	7	J.& J.	1891	....
Green and Coates:					
1st Mortgage.....	100,000	7	J. & J.	1878	....
Harl. Br., Morris'a & Fordh.:					
1st Mortgage.....	146,000	7	J.& J.	1889	...
Hous., W. st. &Pavonia F.:					
1st Mortgage.....	478,500	7	J &D.	1891	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	125,000	7	J.&D.	1889	....
Highland (Boston):					
1st Mortgage.....	120,000	7	F& A	1894	....
Metropolitan (Boston):					
1st Mortgage.....	743,000	7	J.& J.	1894	107½
Middlesex (Boston:					
1st Mortgage sinking fund	100,000	6	M& S	1884	....
2d Mortgage.....	100,000	6	A.&O	1880	....
3d Mortgage.....	176,000	8	F& A	1885	....
New York Elevated:					
1st Mortgage.....	771,000	7	J. &J	1891	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	207,000	7	J. &J.	1889	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J. &J.	1881	....
2d Mortgage.....	500,000	7	J. &J.	1885	....
Park Avenue (Bkly):					
1st Mortgage.....	200,000	7	M&N	1888	....
Philadelphia City:					
1st Mortgage.....	200,000	6	J. &J.	1881	....
Philadelphia and Darby:					
1st Mortgage.....	100,000	7	M&N	1887	....
Prospect : ark & Coney I.:					
1st Mortgage.....	500,000	7	M&N	1894	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.&A	1876	....
3d Mortgage.....	150,000	7	A.&O	1885	....
Consol. Mortgage, conv..	619,000	7	M&N	1888	....
2d & 3d Streets (Phila.):					
1st Mortgage.....	83,700	7	J. &J.	1878	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	415,000	7	J. &J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	100,000	7	J. &J	1892	...
13th and 15th Sts. (Phila.):					
1st Mortgage.....	100,000	7	A&O.	1903	105½
Third Avenue (N. Y.):					
1st Mortgage.....2,	000,000	7	J. &J.	1890	....
Twenty-third Street (N.Y.):					
1st Mortgage.....	250,000	7	M&N	1894	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J. &J.	1885	....
2d Mortgage (Debenture).	200,000	7	A&O.	1881	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.&D.	1889	....
West Philadelphia:					
1st Mortgage.....	100 000	7	J.&D.	1878	....

Wealth and Resources of Peru.

The vast resources of Peru and her inexhaustible mineral wealth are an abundant guarantee for the future. In our number for December, 1874, we gave a detailed account of the guano deposits in the south, which amount to 7,400,000 tons, worth upward of £55,500,000. This alone is a solid guarantee to the foreign creditors for more than the sum total of the whole debt—a guarantee such as no other State which has raised a loan in the European money markets has ever offered before. The Peruvian Government has invited a further examination of the deposits, if the bondholders should think it desirable, and will give every facility for a minute survey. Meanwhile a commission, under Capt. Black, has been engaged in the survey of other deposits to the north of Lima, and has reported that nearly a million tons can be extracted from Lobos de Tierra, Chimbote, and Santa, and that a new deposit of 90,000 tons has been discovered on the mainland a few miles north of Casma. Don Manuel Pardo has endeavored not only to meet immediate demands by a careful survey of the guano deposit, but also to provide for the distant future, when those deposits become exhausted. He has adopted measures to control a new rental from the nitrate deposits of Tarapaca, which, on the exhaustion of the guano will still enable Peru to meet all her obligations to foreign creditors.

The value of nitrate as a fertilizer was known to Sir Kenelm Digby and John Evelyn more than two hundred years ago. But there is no subsequent mention of it until 1825 and 1829, when some trials were successful, though its price was too high for its profitable application as a manure. It was the discovery of the vast and practically inexhaustible deposits of nitrate of soda in the Peruvian Province of Tarapaca which made it possible to bring its use within the reach of agriculturists. In 1853 the old nitre was quoted at £29 a ton, while the Peruvian nitre could be had for £16.

The Province of Tarapaca was fully described in 1851, in a memoir by Mr. Bollaert; and the whole subject of the Peruvian deposits of nitrate of soda was ably discussed by that eminent agriculturist, Mr. Pusey, in 1853. The first Peruvian nitrate was sent to England in 1820, but the duty being too high, it was thrown overboard. In 1830 another cargo was sent to the United States and then to Liverpool, but proved unsalable at both places. Such is the risk of dealing in a new article; yet, in 1831, another cargo sold in England for £35 per ton, and from that time the demand has steadily increased. The chief expense in producing it was the difficulty of transit from the quarries to the ports of shipment.

Don Manuel Pardo has wisely adopted a measure by which all the nitrate establishments will be bought up by the Government; and the difficulty of transit has now been completely overcome by the construction of railways from the ports of Iquique, Patillos, and Pisagua to the nitrate works. The whole system of communication in the Province of Tarapaca includes 180 miles of rails. The nitrate of soda, next to guano, will thus become a chief source of Peruvian revenue.

Mr. Bollaert and Mr. George Smith made a survey of Tarapaca, for the Peruvian Government, in 1828, and described the deposits on the Pampa de Tamarugal. In his paper of 1851, Mr. Bollaert says that the deposits of caliche, or the raw substance, vary in breadth, averaging 500 yards across, with a depth of from 7 to 8 feet. Bollaert adds that the Pampa de Tamarugal contains sufficient nitrate for the consumption of Europe for ages. The deposits cover fifty square leagues, and, allowing 100 weight for each square yard, there are 63,000,000 tons. The caliche, or raw substance, is taken from the deposits to the paradas, or boilers, where it used to be broken with iron bars into small pieces; but now steam power is used. The pieces were boiled in the paradas, the fragments and sediment removed, and the water, saturated with nitre, was allowed to settle, when crystallization took place; from forty to eighty hundred weight were made daily in each parada. But since 1870 steam machinery has been introduced, and 2,500 hundred weight can be produced in a day. Potash, iodine, and borax are also produced in the Province of Tarapaca. In 1875 the quantity of nitrate of soda exported from the ports of Pisagua, Mejillones, and Iquique, in Tarapaca, was 7,229,507 quintals.

The wealth of Peru is very great, independent of her guano and nitrate deposits. The fertile valleys of the coast are occupied by vine, cotton and sugar estates, which only need a more regular supply of labor, now provided for by the treaty between China and Peru, to bring them to their full power of production. There are as many as 235 sugar estates on the coast, without including those of Abancay and other valleys of the interior. Then there are the exports of sheep and alpaca wool, of silver and copper ores, of cotton, of wine and spirits, and of cinchona bark. England is by far the largest customer of Peru. Out of 1,071 ships, with an aggregate tonnage of 698,931, which entered the port of Callao in 1875, as many as 324 (317,554 tons) were English. The United States comes next, with 119 ships, (135,364 tons.) The Peruvian coasting trade is represented by 298 vessels, aggregating 46,820 tons. That trade is increasing we have a satisfactory proof from 355 more vessels having entered Callao in 1875 than in 1874. With England this increase of Peruvian trade has been very great. In 1874 it had reached £3,293,534, exclusive of guano, which amounted to 94,346 tons, worth £1,207,679. The total exports are worth over £6,000,000.

Next to the guano and nitrate the most valuable article of export was alpaca wool, of which 3,435,786 pounds were sent to England, worth £443,323, besides 2,629,742 pounds of sheep's wool, worth £131,266. Then comes cotton, amounting to 99,492 hundred weight, worth £305,576, and 472,783 hundred weight of sugar, worth £512,112. The copper ores amounted to 4,404 tons, worth £301,278. Cinchona bark amounted to 5,972 hundred weight, worth £69,359; and the other exports were silver, wine and spirits, cocoa, coffee, matico, hides and chinchilla skins. The imports into Peru from England in 1874 are valued at £1,829,977.—*Geographical Magazine.*

Weight of English Railway Equipment.

The Edinburgh Review in an article on "Railway Profits and Losses," gives some curious figures illustrating the increasing weight of the working plant of English railways. In cases of collision it was found that old carriages suffered most. As trains became longer, therefore, and speed more rapid, it was necessary to make carriages larger and heavier, and experience has proved that increase of weight means decrease of tare. Of the carriages now used on the Metropolitan line, the first, second, and third class carriages weigh respectively 15, 14, 75, and 14.25 tons, and seat 48, 64, and 80 passengers. The weight of the locomotive engine has also steadily advanced. In the Liverpool and Manchester competition of 1829 the Rocket, which won the prize, weighed 4 tons 5 cwt., and its tender 3 tons 4 cwt. Five years later the Atlas, a six wheeled engine on the same railway, weighed 11.4 tons in working order. At first rails weighing 35 pounds to the yard were deemed adequate; but as these could not bear a 9 ton engine they were replaced by new rails weighing 66 pounds per yard. In 1830, 7-ton engines were deemed heavy; in 1840, 15-ton engines; in 1850, 25-ton engines; and in 1869, 35-ton engines. Now there are good engines on the Continent that weigh exclusive of tenders, 45 tons. Mr. Meyer's 12-wheeled engine, exhibited at Vienna in 1862, weighed 60 tons. There was a weight of 10 tons to each pair of wheels, and the tractive force was estimated at 22,000 pounds, equal to the draught of 2,300 tons exclusive of engine, on a level; 340 tons on an incline of 1 to 40; or 155 tons on one of 1 to 17. At the speed of 880 feet per minute the effect of this engine corresponds to 587 horse power.

Proposed Railway Consolidation.

A meeting of the stockholders of the New Bedford Railroad Company will be held in New Bedford on the 27th inst., to vote on the question of the consolidation of that road with the Boston, Clinton and Fitchburg Railroad. The terms of the proposed consolidation are as follows: The preferred stockholders of the Boston, Clinton and Fitchburg road are to pay to the new company $25 per share on every share held by them and receive a share of the new company, or they may for four shares of their stock receive three new shares. The unpreferred stockholders, viz: Those in the Mansfield and Framingham and the Agricultural Branch Railroad will pay $65 per share upon their stock and receive a new share, or for twenty shares of their old stock receive seven shares of the new. The stockholders in the New Bedford Railroad will receive $10 per share upon their stock, in cash, May 31, or for every ten shares may receive one share of the stock in the New Bedford Company. After receiving this money they are to have the option to surrender their stock and receive instead an equal number of shares in the new company, or to give it up and receive $100 in cash in addition to the $10 in cash or its equivalent in stock as paid May 31. They will have from June 1 to July 1 to decide.

☞ The trains on the Camden, Gloucester and Mt. Ephraim Narrow Gauge Railway have commenced their regular trips throughout its entire length, from Kaighn's Point to Mount Ephraim, connecting at Kaighn's Point with the ferry boats to Philadelphia. From Mount Ephraim the road will be extended to Blackwoodtown by another company, already organized, and only waiting for the completion of the first named road.

☞ In the United States Circuit Court at Chicago on the 17th inst., Judge Drummond granted the application recently made by Herman Osterberg for a deed of sale of the Rockford, Rock Island and St. Louis Railroad, as trustee for the bondholders whom he represents. The application was granted on account of the master's favorable report of Osterberg's accounts, which he has been investigating.

☞ Previous to the adjournment of the United States Circuit Court at Memphis on the 22d inst. Judge Emmons issued a decree ordering the sale of the 118 miles of the Mobile and Ohio Railroad within Tennessee, with the rolling stock, to satisfy the claims of the bondholders who hold the lien of the State on said road.

☞ The town of Bethel, Vt., has refused, by a vote of 236 to 3, to issue bonds to aid in building a railroad from Rutland to Bethel. All other towns on the line voted to issue bonds.

Railway Progress in Portugal.

The *Revista de Obras publicas* in a recent article gives some most interesting particulars about the Portuguese railways, and as information as to these lines is scarce and hard to procure, we give the following sketch of their progress and development.

Railway construction began in Portugal in 1853; but in the first 6 years only 50 kils. were opened, between Lisbon and the environs of Santarem, of 1.44 metre gauge, while in the 4 years 1859-63 some 457 kils. were opened, viz:—the lines from Lisbon to Badajoz and Oporto, and the gauge was assimilated to the Spanish. From 1864 to 1873 operations were entirely suspended; but since then they have been renewed with redoubled vigor, it having been decided to prolong the Lisbon lines to the Spanish frontier towards the south-east, as also the Algarbes line, and the Douro and Minho line; at the same time that surveys were being energetically prosecuted, in order to complete the Portuguese system.

The present condition of railway construction in Portugal is as follows:—

Lines.	Open Kils.	Construct ing. Kils.	Projected. Kils.	Total. Kils.
Lisbon and Badajoz	278	..	..	278
Lisbon and Oporto	229	..	..	229
Barreiro and Beja	154	..	..	154
Beja and Faro	47	43	101	191
Beja, Evora and Estremoz	78	..	..	78
Estremoz and Crato	..	..	62	62
Setubal	13	..	..	13
Beja and Frontier	20	6	36	62
Oporto and Braga	55	..	..	55
Thence, to the Minho	..	34	46	80
Douro	38	20	40	98
Coimbra and Salamanca	..	..	204	204
Abrantes and Malpartida	..	..	144	144
Totals	912	103	633	1,648

Should all these lines be completed, the Portuguese system will be a very complete one, inasmuch as the Chief Towns of 14 out of the 17 Provinces which constitute Portugal, will then be provided with railway accommodation. There will remain but Villareal, already close to the Douro line; Braganza, which, from its exceptional position, will require a line of most difficult construction; and Leiria.

In addition to the lines above enumerated, Portugal possesses 104 kils. of narrow gauge lines.

☞ A certificate of incorporation of the Cincinnati, Batavia and Williamsburg Railroad has been filed with the Secretary of State of Ohio. This is an extension of line from Williamsburg, Clermont county, to Portsmouth, Scioto county, and runs through Brown, Adams and Scioto counties.

☞ At a meeting of the stockholders of the Texas and Pacific Railway Company, recently held in Philadelphia, $2,000,000 were subscribed to close the gap between Dallas and Fort Worth and from Sherman to Paris. It is expected to have trains running on these portions of the road within six months.

☞ D. O. Mills has been elected President, H. Myerington Vice President and Superintendent, Wm. Thornton Secretary, C. L. Anderson Chief Engineer, and C. P. Mason Purchasing Agent of the Virginia and Truckee Railroad Company. The office of the company is at Virginia City, Nevada.

☞ Governor Irwin of California, has appointed the following gentlemen as members of the Commission of Transportation: John T. Doyle, of San Mateo; Isaac W. Smith, of San Francisco, and General George Stoneman, of Los Angeles.

☞ At a meeting of the stockholders of the Boston, Acton and Nashua Railroad, held at Graniteville, N. H., on the 16th inst., the following Board of Directors was elected: Peter B. Brigham, John C. Moulton, Henry Parkinson, Benjamin Saunders, Joseph B. Clark, Charles G. Sargent, John Fletcher, Jr., James T. Burnap, Dana Sargent, Samuel M. S. Moulton, E. P. Brown, and C. V. Dearborn.

☞ A dispatch from Davenport, Iowa, of May 22, says that Mr. Osterberg, of the Rockford, Rock Island and St. Louis Railroad, has arrived there, and the formal transfer of the road was made. The name is changed to the St. Louis, Rock Island and Chicago Railroad. The head quarters of the road will continue to be at Rock Island, Ill.

☞ The Union Pacific Railroad Company ran its first through train over the Missouri river bridge on the 15th inst. to its eastern terminus at Council Bluffs in obedience to the writ of mandamus ordered by the Supreme Court of the United States.

☞ The Milwaukee Wisconsin says that seventy miles of the Peoria, Amboy and Fond du Lac Narrow Gauge Railway have been let for construction to Davenport & Co., New York, and work has already been commenced.

☞ The celebration of the completion of the Nevada County Narrow Gauge Railway was to have taken place on the 20th inst.

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CAR WORKS FOR SALE.

THE works of the Ohio Falls Car and Locomotive Company will be sold, at public auction, at the Courthouse door, in Charlestown, Clarke county, Ind., on SATURDAY, June 10, 1876, between the hours of 9 o'clock A. M. and 4 o'clock P. M. These are the largest and most complete car works in the country; are located adjacent to Jeffersonvi le, Ind., and are well adapted to other branches of manufacture. For printed circular containing full description of the property and terms of sale, which are extremely liberal, address JOS. W. SPRAGUE, Agent for Trustees, Jeffersonville, Ind. 4t20

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Second—Protection from water and weather, and consequent chill.

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The Coal Trade.

The return of the anthracite coal trade from all the anthracite regions for the week ending the 13th instant foots up 335,831 tons, against 322,-118 tons for the corresponding week last year, showing an increase of 13,713 tons. The total amount of anthracite mined for the year is 5,-297,505 tons, against 4,367,942 for same period last year, an increase of 929,563 tons. The quantity of bituminous coal sent to market for the week was 76,608 tons, against 81,850 tons for corresponding week last year, a decrease of 5242 tons. The whole bituminous tonnage from the beginning of the coal year is 1,119,071 tons, against 1,063,583 tons in corresponding time last year, an increase of 55,488 tons. The total tonnage of all kinds of coal for the week is 412,439 tons, against 403,968 to corresponding date last year, an increase of 8471 tons, and the total tonnage for the coal year is 6,416,772 tons, against 5,431,525 tons to same date last year, an increase of 985,051 tons. The quantity of coal and coke carried over the Pennsylvania Railroad the last two days was 18,575 tons, of which 16,310 tons were coal and 2265 tons coke. The total carried this year is 1,253,-284 tons, of which 1,028,316 were coal and 225,-468 coke. This total embraces all the coal carried over the road, east and west. At Port Richmond for the week ending on the 20th instant there were receipts of 52,000 tons of coal and shipments of 44,000 tons, leaving 182,500 tons on hand. We continue to quote freight charges to New York at 85 cents, Providence at $1 20@$1 25, and to Boston at $1 35@$1 40 per ton. At Perth Amboy for the week ending on the 13th instant the receipts of coal were 1561 tons and the shipments 9698 tons, leaving 79,349 tons on hand. Freights to Boston, $1 10 ; New Haven, 65 cents ; Hartford, $1 ; Bridgeport, 65 cents.—*Phila. Ledger, May 22.*

☞ At the annual meeting of the stockholders of the Central Vermont Railroad Company, at St. Albans, Vt., on the 17th inst., the following directors were elected : J. Gregory Smith, W. C. Smith, Bradley Barlow, B. B. Smalley, Frederick P. Clark, Luke P. Poland, James B. Langdon, B. P. Cheney, Jacob Edwards, James W. Emery, George M. Rice, J. H. Kimball, and J. Q. Hoyt, each receiving 1,009 votes, the whole number cast. The only change from the old board was the election of James W. Emery, in place of J. B. Page, of Rutland.

☞ The Master Car Builders' Association will make its head quarters at the Grand Central Hotel, at the Annual Convention to be held in New York, June 14th, 15th, and 16th.

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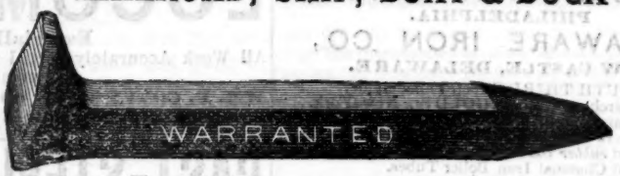

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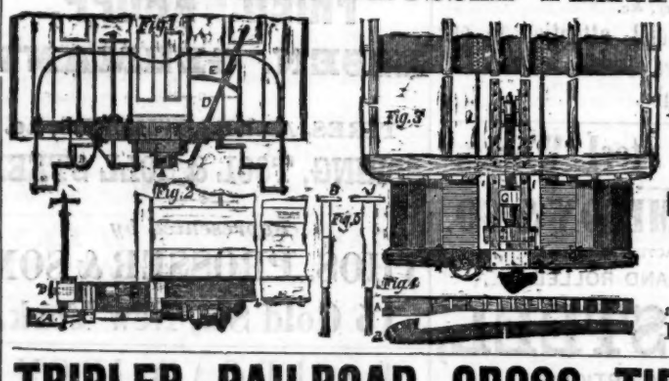

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